

The Hongkong Telegraph

WEATHER FORECAST
FAIR
Barometer 20.84

(ESTABLISHED 1881.)

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March 13, 1914. Temperature 6 a.m. 65. 2 p.m. 75
Humidity " 97. " 89

March 10, 1913. Temperature 6 a.m. 59. 2 p.m. 59.
Humidity " 89. " 85.

2741 號七十月二年寅甲

FRIDAY, MARCH 13, 1914.

五拜禮 號三十月五年亥癸

\$36 PER ANNUM
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TELEGRAMS.

HOME RULE.

MOTION TO REJECT.

(Reuter's Service To The "Telegraph.")

London, Received March 12.
When the Home Rule Bill comes on for the second reading a member of the front Opposition bench will move its rejection.

Mr. Chamberlain's Hope.

Mr. Joseph Chamberlain has telegraphed to the effect that he hopes the British Government will be largely signed. All should do their part in the present crisis in the country's history.

"Ulster Unrest Must Continue."

Mr. Austen Chamberlain, speaking at Birmingham, stated that the unrest in Ulster must continue. They could not expect Ulsterites to disband their organisation and forsake the method whereby alone they had been able to obtain a hearing.

LONDON BUILDING STRIKE.

A PENDING CONFERENCE.

London, Received March 12.
The representatives of the London building employees have accepted an invitation by the National Board of Conciliation to attend a conference. The loss in wages up to the present is estimated at £350,000.

THE CANTEN SCANDAL.

SENSATIONAL SEQUEL.

London, Received March 12.
Lieut. Robert Marin, of the Wiltshire Regiment, was found dead at Devizes barracks with a bullet wound in the head. He had recently come from Gibraltar in connection with the Army canteen enquiry.

AVIATION.

NEW BRITISH RECORD.

London, Received March 12.
Lieut. Briggs of the Army Flying Corps has broken the British altitude record by attaining a height of 15,000 feet at Eastchurch. At that height the atmosphere was 38 degrees below zero, and the intrepid aviator was severely frost-bitten.

TRAINING SHIP AFIRE.

BOYS ALL RESCUED.

London, Received March 12.
The industrial training ship, the Wellesley, stationed on the Tyne, became ignited, and, as a result, the vessel foundered. The 297 boys who were on board were rescued in tugs and lifeboats.

THE DERBY.

LATEST BETTING.

London, Received March 13.
The latest betting on the Derby is 9 to 2 against The Tetrarch offered, after 5 to 1 taken.

THE BOAT RACE.

CAMBRIDGE STILL FAVOURITES.

London, Received March 13.
The betting on the Boat Race is 7 to 4 on Cambridge, laid.

TELEGRAMS.

KOREA MISSIONS.

PROTESTANT ACTIVITY.

(Reuter's Service To The "Telegraph.")

London, Received March 12.
The Bishop of Oxford presided at a meeting which was held yesterday at Westminster in connection with the Church of England Mission to Korea.

The Archbishop of Canterbury, the Archbishop of York and the Bishop of London wrote urging financial support.

The Bishop of Oxford said that his doubts as to the wisdom of the mission in Korea had long since been dissipated. He advocated the alliance of the Protestant missions against Rome.

The Rev. Lord William Gascoyne-Cecil said that no country in the world had been Christianised more quickly than Korea.

TEXAS TROUBLES.

WASHINGTON DEFIED.

London, Received March 12.
Mr. Colquitt, the Governor of Texas, addressing a meeting of Texas cattlemen at Washington to prevent him protecting the citizens on the border.

IMPERIAL SHOOTING.

London, Received March 12.
A British rifle team will compete for the Empire Shield at Melbourne in November.

RUGBY "GLADIATORS"

The King at the England v. Ireland Match.

Both the King and the Queen spent a busy day on February 14. While the King was at the International Rugby football match between England and Ireland at Twickenham, the Queen paid a private visit to the Dartmouth Home for Crippled Boys at Blackheath, and at night their Majesties, accompanied by Princess Mary, went to the pantomime at Drury Lane.

His Majesty's visit to Twickenham in the afternoon was particularly welcomed by Rugby enthusiasts, as this was the first international match which he had honoured with his presence since his accession. Long before the game was due to begin the ground was crowded, and when the King reached the enclosure a few minutes before 3 o'clock the huge gathering cheered him to the echo.

The Prime Minister arrived at the ground a few minutes after his Majesty, but was almost unnoticed until after he had taken a seat next to the King. The setting of the great match, held some suggestion of a Roman amphitheatre, and when the rival teams entered the field lined up in front of the Royal box, and led by the captains, gave three ringing cheers, one felt that a chorus of Morituri salutari would have completed the illusion.

The King left the ground immediately the game had ended, an avenue being kept clear by the police for the Royal car. Mr. Asquith had some difficulty in leaving the ground, his car being delayed at the gates by the crowd, but he accepted the situation, and the loud cries of "Wait and see" which were raised, with the greatest good-humour.

The result of the match was:—England.—One goal, four tries (17 points). Ireland.—Two goals (one dropped), one try (12 points).

The presence of the King, his Prime Minister, and the Chief Liberal Whip, an old Rugby and

TELEGRAMS.

THE MONROE DOCTRINE.

A RESENTED SPEECH.

(Reuter's Service To The "Telegraph.")

London, Received March 13.
Reuter's correspondent at Washington states that the Senate has adopted a resolution introduced by Senator Chamberlain (Democrat), who is an opponent of free trade, asking Mr. Bryan to obtain an explanation of a speech delivered last evening by Dr. Page, Ambassador to Great Britain, at a dinner of the Associated Chambers of Commerce in London.

He specially referred to passages in the speech defining the Monroe doctrine as meaning simply that "the United States would prefer that no European Government should gain more land in the New World." Dr. Page added that it would give great pleasure to the people of the United States in building the Panama Canal to know that the British would profit most by the use thereof.

JAPANESE QUESTIONS.

A LONDON LECTURE.

London, Received March 12.
Mr. Kengonori lectured to the Japan Society on the Government finances and the social life of Japan. Colonel Sir Claude MacDonald, formerly Ambassador at Tokyo, presided.

rowing "Blue," gave the annual match between England and Ireland at Twickenham the consequence of an affair of State. The vociferous greetings of 40,000 subjects, beyond being a natural and vigorous expression of loyalty, had in them an appreciation of the King's fine taste in sport. The men at play and the "old stagers" looking on were glad to know that the King finds pleasure in what tends more and more to become the national game of the four countries.

Merits and Demerits of the English Team.

The English backs won the game for their side by their attack and nearly lost it by their crude notions of tackling. F. E. Oakeley, W. J. A. Davies, and Poulton held high revel behind a useful heeling machine. Davies played at his best, and seems to have conquered his weaknesses of running across and panting instead of passing. Oakeley, who had a pedestrian as his opponent, fed Davies perfectly, and the consequence was that many of the passing movements were brilliant. A try scored by Davies was the finest of the match. Early in the second half Poulton had gone right through the team with a swerving run and more concentration on him when the ball got loose. Davies, getting the ball from the scrum at half way, ran to Poulton, twice feigned to pass to him and then swerved away from the defenders, beat the full-back, and grounded the ball between the posts with Lloyd on the top of him.

All four of the English three-quarter backs were good, though plenty of holes could be picked in their play. A. D. Roberts, handicapped by playing on the wrong wing, was the most consistent; he runs as smoothly as a railway engine, with a suggestion of its momentum. Poulton was often doing brilliant things and sometimes wrong ones; once when a pass to Roberts or a straight run on himself would have led to a try he turned in, apparently preferring to try to dodge through half the Irish team. At the same time he is the outstanding asset of the English side. T. E. Chap-

TELEGRAMS.

THE CALCUTTA TRIAL.

STARTLING ALLEGATIONS.

(Reuter's Service To The "Telegraph.")

London, Received March 13.
Reuter's correspondent at Calcutta states that the excitement at the conclusion of the trial of the student Roy on a charge of murdering Inspector Ghose drowned the remarks of the Foreman of the Jury, who said the jury were unanimous in acquitting on the charge of murder, but were divided on the question of abetting and culpable homicide, which will be the charges on the re-trial.

Counsel for the defence showed that important police witnesses were ex-convicts, and insisted that the police placed the revolver in the hand of his client.

MR. BOWSKILL'S CASE.

FOREIGN OFFICE MOVES.

London, Received March 13.
The Foreign Office has instructed the British Minister at Lisbon to urge that the Rev. Mr. Bowskill be tried in the civil court at Louisa, where the British Consul could attend.

gave C.N. Lowe fair chances, of which he made use. Lowe had a fine tackler as his opponent, but even so he was rather too fond of the post.

The English forwards, stiffened in the scrummages by the inclusion of the Harrisons, did better than against Wales. They were no match for the Irish pack at dribbling, but they never let them get away from the scrum without a desperate fight. Moreover, they carried out their main work admirably, that is, hooking and heeling. Two of them, O. H. Pillman and L. G. Brown, typified the strongest point of English play at the present time—cleverness in handling the ball and pace. They stood out from the rest by their work in the open, both in passing and in the line-out. The pack lasted well, which is not to be wondered at, for they gave little help to the defence. W. Tyrrell, W. Collopy, and P. O'Connell were a great trio in the Irish pack, and were "all out" from start to finish, while G. V. Killeen, a burly forward from County Clare, and O. Adams, a "winger," did good work on occasion. What the pack lacks is a "hooker."

Behind these "hefty" men was R. A. Lloyd, in attack and defence the greatest player of the present day. It seems unnecessary to say that he dropped a goal. Hemmed in by half a dozen men, half collared twice, he wriggled free with the squirms of an eel, sighted the posts, and sent the ball between them. His punting against the wind was comparable with the "wind-cheaters" of a golf professional, and his tackling was deadly. Withal he found time to give encouragement and sound and frequent advice to his forwards. The wind carried some of it over the touch-line; it was strenuous and to the point.

The Game.

Ireland, with the advantage of a strongish wind, were leading at half-time by seven points to six. A few minutes after the start, with the Irish forwards dominating the play, A. E. Foster of Derry, got over the line, but the referee decided on "exclusion" and ordered a scrumage outside. England could not get away, and the expected happened, Lloyd dropping a goal seven minutes from the start. A few minutes later

TELEGRAMS.

RUSSIAN ARMY.

BIG ESTIMATE INCREASE.

(Reuter's Service To The "Telegraph.")

London, Received March 13.
Reuter's correspondent at St. Petersburg states that the Extraordinary Army Estimates exceed by \$12,500,000 those for 1913. This is an increase of 30 per cent.

ANOTHER SUFFRAGE OUTRAGE.

London, Received March 13.
The suffragists have burned a mansion at Stewarton in Ayrshire.

ALBANIA.

NEW RULER'S APPEAL.

London, Received March 13.
Reuter's correspondent at Durazzo states that in a Proclamation the Prince of Weid appeals for the hearty co-operation of the Albanians in promoting the progress of the country. He summons them to rally round the King.

Davies made a bad mistake in lobbing a pass to the wrong place, and the ball was snatched up by the Irish forwards and carried over the line for J. P. Quinn to score. Lloyd failed to convert the try. England now retaliated with plenty of passing, and a perfect round—Oakeley, Davies, Chapman, Poulton to Roberts—ended in a try by Roberts, who carried Lloyd clinging to his legs over the line in the corner. This try was not converted, nor was one scored by Lowe from a similar movement to the English right wing.

England soon took the lead in the second half and deserved it. Ireland attacked strenuously and V. McNamara, giving the "dummy" was held up over the line. Pillman and Oakeley came away with a dribble to half-way, and then there followed a great spiral run by Poulton. He passed to Pillman on meeting the full-back, a plucky tackler, and Pillman scored in the corner. This brought the score to nine points to seven in favour of England, but immediately afterwards the lead was almost lost through a rush by Ireland the length of the ground. The wonderful try by Davies under the posts and one by Lowe in the extreme corner seemed to put the issue beyond doubt. The Irish forwards, however, came again and peeped England in a corner. The final score, a try by R. V. Jackson under the posts, was from a long throw-out from touch to an unmarked man—a singular fact, as the marking out of touch had throughout been very keen. Lloyd heaved the ball over the bar and the game soon closed with cheers for both sides. And so to London and the Irish crisis.

NERVOUS DISORDERS THROUGH HEAT CRISIS.

"Your stomach is only three-quarters of a stomach in the hot weather," once epigrammatically stated a distinguished officer in the army. This explains why people feel so run down and depressed just now. The digestion cannot supply the food demands of the nervous system; hence the body's nerve force is diminished.

The results of diminished nerve force," writes Dr. Claude L. Wheeler in "Nerve Energy in Hot Climates," "comprise headache, loss of sleep, indigestion, easily-induced fatigue, disinclination, for bodily or mental exertion, loss of memory, and a lack of vigour in all physical functions.

TELEGRAMS.

NAVAL SENSATION.

SIGNAL BOOK DISAPPEARS.

(Reuter's Service To The "Telegraph.")

London, Received March 12.
The Telegraph Daily states that a most important signal-book has disappeared from a battleship at Sheerness, being replaced by a dummy. The fingerprints are the only clue to those concerned in the affair.

IMMIGRATION.

LITERARY TEST FAVOURED.

London, Received March 13.
Reuter's correspondent at Washington states that the Immigration Committee of the Senate has reported favourably on the Barnett Immigration Bill, including the literary test.

ALASKA-YUKON RAILWAY.

London, Received March 13.
Reuter's correspondent at Washington states that President Wilson has signed the Alaska Railway Bill for a Government line to Yukon.

"To overcome this," he adds, "two food elements, protein and phosphorus, are vitally necessary in simple quantities." He continues: "A combination of pure protein with that form of phosphorus which normally exists in the body and nerves will be exactly what is needed in such cases. Reasoning thus, Science has produced the combination demanded. It is known all over the civilised globe as Sanatogen."

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Everyone who is run down by the heat should, therefore, take Sanatogen, for it will enable him to overcome its disabilities. Sanatogen can be obtained of all Chemists, in bottles of two sizes.

NEWS FOR BUSY MEN

TELEGRAMS.

CONDENSED.

Mr. Austen Chamberlain states that the unrest in Ulster must continue.

The suffragists have burned a mansion at Stewarton in Ayrshire.

The death is announced of Mr. Westinghouse, the inventor of the Westinghouse brake.

The Foreign Office is endeavouring that the Rev. Mr. Bowskill be tried in a civil court.

Lieut. Briggs has made a record altitude flight of 15,000 feet at Eastchurch.

The Alaska Railway Bill for a Government line to Yukon has been signed by President Wilson.

The Immigration Committee of the U.S. Senate has reported favourably on the Barnett Immigration Bill.

The Russian Extraordinary Army Estimates show a 30 per cent. increase compared with 1913.

NEWS FOR BUSY MEN.

TELEGRAMS.

CONDENSED.

The industrial training ship Wellesley took fire on the Tyne and sank, all the boys being rescued.

Counsel for the defence in the Calcutta murder trial insists that the police placed a revolver in the hand of his client.

Our Shanghai correspondent reports that anxiety is felt for the safety of missionaries in the country scoured by "White Wolf."

The U.S. Senate has adopted a resolution asking Mr. Bryan to obtain an explanation of a speech by the Ambassador to London on the Monroe doctrine.

Quartermaster George Martin has been found dead from a bullet wound at Devizes.

The Daily Telegraph says a most important signal book has disappeared from a battleship at Sheerness and been replaced by a dummy.

NEWS.

A serious case of double piracy in Hongkong waters is reported.

The 1905 railway agreement appears on page 3 to-day.

Log book appears on page 6 and commercial news on page 9.

Judgment was given in the Shewan Tomes Appeal case this morning. The decision of the Chief Justice was upheld.

In the case in which Alim Khan sued Mr. H. A. Nesbit, registrar and official administrator, for sixty-five cents judgment was given for plaintiff.

DON'T FORGET.

TO-DAY.

Victoria Theatre—0.15 p.m.
Bijou Theatre—0.15 p.m.

TO-MORROW.

Victoria Theatre—0.15 p.m.
Bijou Theatre—0.15 p.m.
Devonian Society Annual Dinner at the Hongkong Hotel.
Royal Hongkong Yacht Club Annual Regatta.
Boxing—Theatre Royal 9.15 p.m.

Thursday March 19.

The China Fire Insurance Co. Ltd., Meeting of Shareholders.—Noon.
Hongkong Fire Insurance Co. Ltd., ordinary meeting of shareholders.—12.30 p.m.

Saturday March 21.

Y.M.C.A. Annual Concert.

Monday March 23.

Meeting of Shareholders and Subscribers of St. John's Cathedral City Hall 5.30.

Monday March 30.

Ordinary Annual Meeting of shareholders—China Sugar Refining Co. Ltd.—11 a.m.
Ordinary Annual Meeting of shareholders—Luzon Sugar Refining Co. Ltd.—11.15 a.m.

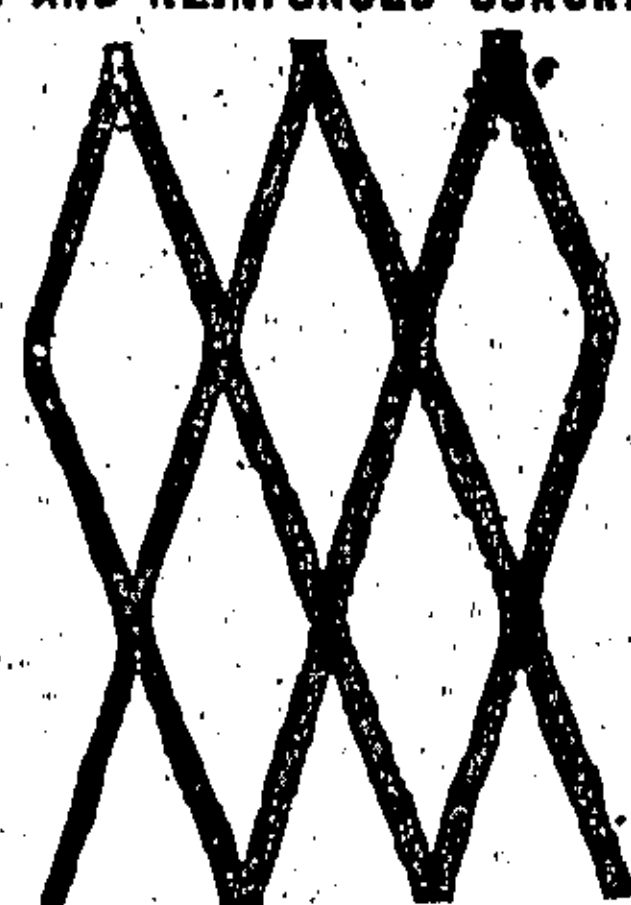
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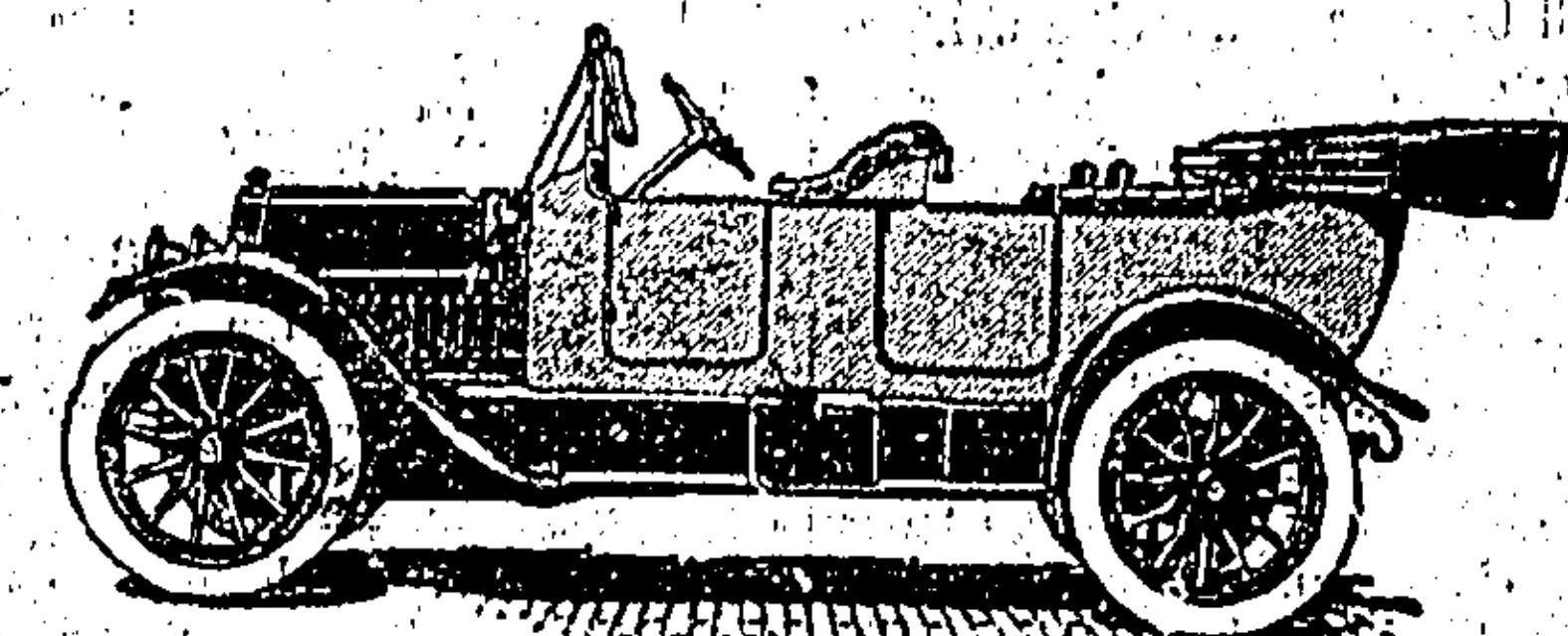
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Notices

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OUR CONTEMPORARIES.

Dai N. Press.

The Sewage Question.

Many towns in England treat their sewage in bactericidal beds, and as such a system for Hongkong has been advocated by a practical engineer long resident in the Colony and intimately acquainted with this method of sewage disposal at Home, it is surely worthy of careful examination. The Colony's present methods of disposing of its sewage and refuse are primitive and obnoxious, and we doubt if in the long run dealing with it by means of sewage beds and dust destructors would not prove cheaper. It would certainly prove more effectual, and we should hear less not only of the pollution of the waters of the Colony but also of danger to the public health from inadequate flushing of drains and sewers. But these modern methods, if adopted at all are not likely to be provided in a hurry, and we endorse Mr. Bowley's remark that until dust destructors are provided it is desirable to resort to the temporary remedy of burying or burning *in situ* the debris which is deposited by the action of wind and tide on the beaches in the vicinity of the point where it is being dumped into the sea from the Sanitary barges.

South China Morning Post.

Urgent Sanitary Needs.

The many questions put by Mr. Bowley at Tuesday's meeting of the Sanitary Board, though they are still unanswered, have served to awaken public interest in a matter which seriously concerns the health of the community. Unused storm water drains, of which there are more than the public is aware, are a grave source of danger and it is imperative that they should be filled in without delay. The D'Aguilar Street drain, referred to the other day, only forms a tunnel for pestilential smells and a grand trunk line for rodents. To keep the drainage system free from accumulations of foul air the most efficient and the simplest method is to insert pipes at intervals to carry the smells above the roofs of the dwellings in the vicinity. This is done at Home with excellent results. It is scarcely feasible, we understand, to flush storm-water drains on account of the volume of water required before effective work can be done, but the dredging and cleansing of the outlets should be taken thoroughly in hand at regular intervals.

China Mail.

Liberty of Conscience in China.

Most people are aware that there has been a somewhat wordy warfare among many classes in China as to whether the people shall be granted liberty of conscience in regard to religious opinions and worship or not. Broadly speaking, those who have taken part in the discussion, have been divided into two camps. The one, obviously the larger, and naturally the more conservative have boldly urged that Confucianism be established throughout China, and conformity to the prescribed ritual of worship be insisted on, in regard to all those who, in any shape or form, are responsible for administering the Government. The other party, though smaller, is very influential, and contains within its ranks many well educated and far-seeing men. This party is divided into two classes. There are those who urge that no established religion for China can be entertained because in such a country it would be unjust and impolitic for the Government to make one form of worship binding upon all. There are the five nations comprising the Republic, and these are not united in their religious beliefs. If, therefore, Confucianism is established there is certain to be dissatisfaction, and this will lead sooner or later to active opposition.

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CHINESE RAILWAYS.

Text of the 1905 Agreement.

The following from the *Far Eastern Review* properly follows the lengthy article on "International Intrigue in Chinese Railways" which was concluded yesterday.

Memorandum of Agreement made the 2nd day of October, 1905, between Carl Meyer of 4 and 5 King William Street in the City of London on behalf of a body of English capitalists consisting of the British and Chinese Corporation, Limited, the Pekin Syndicate, Limited, and the Yangtze Valley Company, Limited (who with their successors and assigns are hereinafter called the British Group) of the first part, Stanislas Simon, of 15 bis Rue Lafayette, Paris, in the Republic of France on behalf of a body of French capitalists consisting of the Banque de l'Inde Chine, the Comptoir National d'Escompte de Paris, the Societe Generale, the Regie Generale de Chemins de Fer and Messieurs N. J. and S. Bardone (who with their successors and assigns are hereinafter called the "French Group") of the second part, and the Chinese Central Railways, Limited (hereinafter called the "Company") of the third part.

Whereas the Company was registered as a Company with limited liability under the Imperial British Companies Act 1862 to 1900 on the 7th of January, 1904.

And whereas the said company was formed by two of the parties forming the British Group for the purpose of acquiring and dealing with concessions and other rights in connection with railways in China and elsewhere and for other purposes mentioned in the Memorandum of Association of the Company.

And whereas there have been issued to the British Group 50,000 shares of £1 each on which the sum of 8s. per share has been called and paid up.

And whereas the Company is at present entitled to the benefit of two agreements, short particulars whereof are set forth in the schedule hereto and which refer to railways proposed to be constructed from Pukou to Tientsin and from Pukou to Sinyang respectively.

And whereas the Company has been for some time past negotiating to obtain a concession and other rights in connection with a railway from the Hankow-Sinyang District to Chengtu in the Province of Szechuan and the French Group have been for some time past negotiating to obtain a concession and other rights in connection with a railway from the Hankow-Sinyang District to Chengtu and they have thereby come into competition with each other.

And whereas for the purpose of putting an end to such competition the Company and the French Group have agreed to associate themselves together in the manner and on the terms hereinafter appearing.

And whereas it is an essential term of the agreement that the British Group and the French Group shall so far as regards matters within the scope of the company's objects do all in their power to oppose and defeat all competition with the Company.

Now these parties witness that it is hereby agreed by and between the parties hereto as follows:

1.—The capital of the Company shall be forthwith increased by the creation of 1,000 Deferred Shares of £1 each, which shall be entitled to receive between them one half the surplus profits of each year (which the Directors may determine to divide) after there shall have been paid by way of dividend or bonus to the holders other than the Deferred Shares a sum equal to the nominal amount of such shares and also to rank pari passu in any return of capital in a winding-up or otherwise until the full amount paid up on all the shares of the Company for the time being issued shall have been returned and thereafter to receive one half of any surplus assets and on the terms that each deferred share shall upon a poll confer 100 votes in respect thereof.

2.—Of the said deferred shares 550 numbered 1 to 550 inclusive

shall be forthwith allotted to the British Group and the remaining 450 numbered 551 to 1,000 inclusive shall be issued to the French Group. All the shares so allotted shall be paid up in cash at once.

3.—There shall also be allotted in the proportions below mentioned to the French Group or to persons nominated by them whose pecuniary responsibility shall be uncoupled the remaining 50,000 shares of the original share capital and there shall be forthwith called and paid up on each such share the sum of 8s. and all calls thereafter made on the said shares shall be paid in due course. Of the said 50,000 shares 7,500 shall be allotted to the Compagnie Internationale d'Orient or their nominees (hereinafter called the Belgian Group) and 2,500 shares out of such 7,500 shall be transferred on the benefit thereof made over to the Yangtze Valley Company, Limited on such terms and conditions as the British Group shall think fit. Of the 50,000 shares held by the British Group or their nominees 5,000 have already been transferred to the Belgian Group and in the event of certain American capitalists to be approved of by the British Group (hereinafter referred to as the American Group) agreeing within twelve months from the date hereof as to which time shall be of the essence, of the contract to accept such participation but not a smaller one in the Company the British Group shall transfer or make over the benefit of a further 7,500 shares out of their 50,000 shares to the American Group but only upon such terms and conditions as the British Group shall think fit and in the event of the American Group not agreeing within the time aforesaid to participate as aforesaid the British Group shall transfer 2,500 out of the 7,500 shares to the French Group and shall retain the remaining 5,000 for themselves so that in the event of the American Group not participating the said 100,000 shares will be held as to 45,000 by the British Group, or their nominees, as to 45,000 by the French Group or their nominees, and as to 10,000 by the Belgian Group or their nominees. None of the said 100,000 shares shall save as aforesaid be sold, transferred mortgaged or otherwise dealt with without the consent of the British and French Group for a period of five years from the date hereof and before the transfer of the shares aforesaid to the Belgian and American Groups agreements to the like effect to this Clause shall be entered into by them and by the Belgian Group also relating to the shares already transferred to them as aforesaid.

4.—The number of Directors of the Company shall be increased to 18, of whom 9 shall be from time to time appointed by the holders of the 550 deferred shares numbered 1 to 550 inclusive or of a majority of them and the remaining 9 shall be from time to time appointed by the holders of the remaining 450 deferred shares numbered 551 to 1,000 inclusive or of a majority of them.

5.—The 9 Directors from time to time appointed by the holders of the said 550 deferred shares shall be appointed a permanent committee of the Board sitting in London and the 9 Directors from time to time appointed by the holders of the said 450 deferred shares shall be appointed a permanent committee of the Board sitting in Paris, but all resolutions of the said Committees in London and Paris shall be subject in all respects to the control of the Board of Directors of the Company and to all resolutions of the Board affirming, disaffirming or otherwise dealing with the same directly or indirectly.

6.—The Chairman of the Board and also any person temporarily appointed to preside in his absence at a meeting of the Board or of the Company shall be a natural born or naturalised British subject and be from time to time elected by the Directors appointed by the holders of the said 550 deferred shares out of the directors appointed by the holders of such shares and each Chairman or other person shall in addition to any votes he may already possess have a casting vote at such meeting of the Board and the Company. Meetings of the

Board shall be held in London or Paris as may be determined by the Board. The General Meetings of the Company shall be held in London. The Chairman of the Paris Committee shall be appointed by the members of such Committee and the Chairman of the London Committee shall be the Chairman of the Board of Directors of the Company.

7.—The French Group shall forthwith on the execution hereof vest in the Company the benefit of all negotiations entered into by or in its behalf in regard to the said concessions and rights in competition with the British Group, and all surveys made in connection therewith and shall give to the company all documents and information in its possession relating thereto and the Company shall thereupon repay to the French Group such a sum as in the opinion of the Board of Directors of the Company shall represent the amount of expenses incurred by the French Group therein and properly attributable thereto.

8.—The Engineers and other European employees engaged upon the said railway from Pukou to Chengtu and of each railway that may be formed or controlled by the Company (other than the said railway from Pukou to Tientsin) shall so far as possible be in equal proportions of British and French nationalities and all orders for material, rolling stock and plant and all contracts for construction of the said railways (other than aforesaid) shall be divided in equal proportions between British and French manufacturers and contractors.

9.—It shall also be an essential term of the contract that no change shall be made in the character or political status of the Company or of any railways formed or controlled by the Company. All concessions and other like rights and privileges obtained by or for the Company shall be taken in the name of the company.

10.—All companies that may be formed under the auspices of the Company or in connection with any railways or other concerns in which it is interested shall be Chinese Companies. If that should appear undesirable the said companies shall be of the same character as the Company and similar provisions to these herein contained in relation to the political character and status of the Company shall apply to each company so formed.

11.—The British and French Groups shall respectively agree that so long as they hold any shares in the Company respectively they will respectively use their best endeavours to oppose and defeat any schemes competing with the Company's main business.

12.—The voting power of the British and French Groups and of their nominees in respect of the shares of the Company for the time being held by them or on their behalf shall be used against and shall not be used in favour of any resolutions which may tend to contravene the provisions of this present contract and the Directors of the Company shall be authorized to disregard all votes given in contravention of this clause.

13.—No shares shall be transferred out of the names of the British, French, Belgian or American Group or their nominees to any companies or persons except upon the terms that such companies or persons shall bind themselves by the terms of this agreement and the Board shall refuse to register all transfers made in contravention of this agreement.

14.—The Articles of Association of the Company shall be altered in such manner as to give effect to the provisions of this agreement.

In witness whereof the said parties to these presents have hereunto set their hands the day and year first above written.

The Schedule Above Referred to: 6th January, 1899.—Preliminary Agreement of this date made between His Excellency, Sheng, Director-General of the Imperial Chinese Railway Administration, (Continued on Page 10)

Board shall be held in London or Paris as may be determined by the Board. The General Meetings of the Company shall be held in London. The Chairman of the Paris Committee shall be appointed by the members of such Committee and the Chairman of the London Committee shall be the Chairman of the Board of Directors of the Company.

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No. 19, Shelley Street. TO LET.—till 31st October 1914, No. 64, The Peak, seven rooms and drying room, furnished, including Electric fans and Telephone.

TO LET.—No. 5, Mountain View from 1st April 1914. No. 24, Bellissimo Terrace, from 1st April 1914.

No. 12 Beaconfield Arcade, Shop.

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HARTING and ROGATE, on part of Kowloon Inland Lot 1154. "GLENSHIEL" 124 Barker Road, 5 rooms, close to Tram Station.

Apply to LINSTEAD & DAVIS, 3rd Floor, Alexandra Building, Hongkong, 2nd Oct., 1913 [21]

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TO LET.—Furnished, "MODREENAGH" No. 21 East, The Peak, from 1st April. Apply to GILMAN & Co., 8a, Des Vaux Road.

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TO LET.—"LA HACIENDA E," No. 74, Mount Kellett Road, from 1st April. Apply CHAIER & MODY, No. 9, Queen's Road Central.

German General and English Moustaches. General von Pleitenburg, commanding the German Guards Corps, has issued a decree against the wearing of the so-called "English" or "tooth-brush" moustache. Non-commissioned officers and men are to be informed that these appendages are unsuitable for Prussian soldiers and are not consonant with the German national character.

American Golf Champion. Francis Ouimet, the hero of the American open golf championship triple tie of last September, is now assiduously practicing at Princehurst, North Carolina, in preparation for the British open championship. So far Ouimet's performances have been in no way specially remarkable.

Stereotyped Children. Professor Hastings Gifford, lecturing on "Infantilism" at the Royal College of Surgeons, instanced a number of remarkable cases of stereotyped childhood. One dwarf passed as a child until nearly thirty years of age, having

WANTED.

WANTED IMMEDIATELY. Two assistants, one to teach, and one to help in domestic affairs.—Apply Superintendent DIOCESAN GIRLS' SCHOOL & ORPHANAGE, King's Park, Kowloon.

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Kaloderma Shavingstick & Soap, Auxelin Hairwash & Shampoo, peouder, Icehairwash & Eau de Cologne, Brillantine & Cometic, Divinia Brillantine (oristallisee), Nailpolishpaste, Shavingcream in tubes, Odenta, etc., etc.

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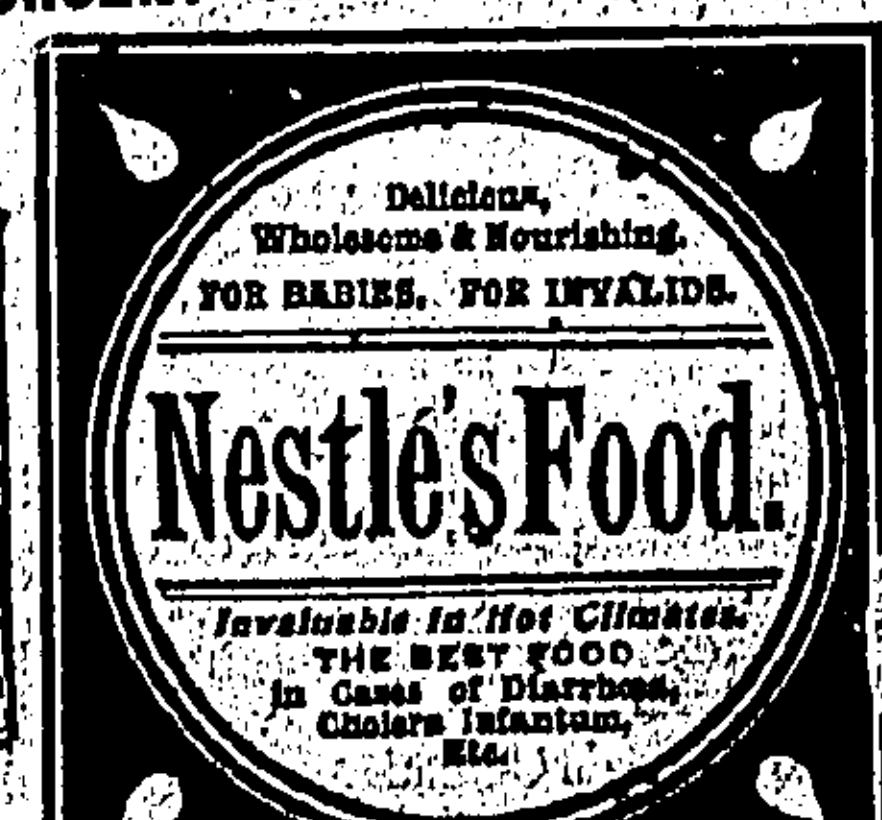
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CHEMISTS BY APPOINTMENT TO H. E. THE GOVERNOR

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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Telephone: No. 1 A.B.C., 5th edition: Western Union.

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By Order,

"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, FRIDAY, MARCH 13, 1914.

A LESSON FOR BRITAIN.

The changes which have occurred in China since the establishment of the Republic have, as we have many times had occasion to point out, been largely external and superficial. The people themselves are, in the bulk, just the same bland, shrewd, calculating race as ever they were. And they are likely to remain so for very many years to come. In matters of fashions, however, there is no lack of evidence to show that they are striving after Western effects. That is mostly apparent in the Treaty ports and here in Hongkong. A walk down any of the main streets of the Colony will reveal young Chinese ladies wearing clothing approximating somewhat to Western styles and with hair done after the European fashion; while the young bloods of the other sex have long since been decking themselves out in the latest cuts of European clothing, to say nothing of variegated socks and ties and bull-nosed shoes.

The student of world politics will see nothing in such external transformations as these; he will possibly pass them by with a sneer. But there is another class of people to whom movements of this kind mean much—the commercial men who have an eye open to extension of their trade. A change in fashion, even among, say, the comparatively small section known as the upper-classes, always provides business for somebody. When such a change may affect practically a whole nation, the opportunities are all the greater. That is why keen and alert business men are always on the lookout for developments of the kind which are now transpiring in those parts of China where the people are being brought into contact with Western influences. Yesterday we reproduced in our columns a recent report which had been written by Mr. G. E. Anderson, the United States Consul General in Hongkong, on the changing dress of Chinese women. Apart from its commercial value, the report made most interesting reading, but that, of course, was not the object with which it was penned. It was written as part and parcel of a sound and widespread scheme which the American Government follows in all parts of the world, to aid commercial people in the States where there are openings for the goods which they manufacture. And, as such, it, and articles like it, cannot fail to be of the utmost usefulness. For example, it would assuredly be valuable information to certain traders to know that as a result of the change in Chinese women's dress there are now growing demands in the East for knitted underwear, foreign wraps, ribbons, trimmings, etc., while it would be of equal moment to others to learn that leather is supplanting cloth in the making of boots and shoes, and that foreign hair ornaments are now sought after by Oriental ladies.

Reports such as the one we have referred to are being constantly written by America's Consular servants, and their value would be hard to compute. The useful work done by Consuls scattered all over the world in this way is bound to be helpful to the nation's trade, and supplies a striking object lesson to Britain. Trade does not come to a nation; it has to be sought, and systematically sought, too. That is what the Americans have realized, and it is about time Britain made greater use of her Consular service on the same lines.

The Cycle-Ricksha.
Shanghai can give Hongkong a good many points so far as its service of public rickshaws is concerned. But even so, it intends to still better its advantages in this respect. There has just been placed on the market there a new invention which is termed the "cycle-ricksha," which is really a basket-chair-bicycle combination propelled by a coolie riding behind and completely shielded from the passenger. It appears to be nicely upholstered, has good springs and is fitted with pneumatic tyres. It is named the "Hygienette"—this from the fact that the coolie is seated behind the fare, an innovation which will surely be appreciated by those who have many times been made very conscious, through another sense than that of sight, of the presence of the coolie in front of them.

Will the Ricksha Disappear?
At present this latest type of ricksha, if the term can be applied to it, is only being supplied to private order, coolies being meanwhile trained to work them and get accustomed to the street traffic. Later, however, they are to appear on the streets for public hire. In time there should be quite a run on these vehicles. Fitted up in a way which will give the fare the maximum of comfort, the new invention should encourage the ricksha, habit more than ever—that is, if it needs any encouragement. But this is not the end of the matter, for it is reported that there is now being manufactured in Birmingham another type of the same vehicle, fitted with a motor. When this appears, the word "ricksha" will have to be abandoned, for its meaning implies pulling or driving by manual labour. Apart from that, though, these movements would appear to be but the beginning of the abolition of the ordinary ricksha, a step which must come sooner or later.

One Use for the Cinema.
It is a well known fact that different people see things in a different way. A farmer, a painter, and a geologist, for instance, may take a walk through a field and see it in entirely different lights. The geologist would speculate as to the minerals under the ground, the farmer on the quality of the soil, and the artist would value the picture it presented. We had this matter brought home to us again the other evening when a friend told us of a visit to a cinematograph theatre—not in Hongkong. In one picture, he said, sensation was piled on sensation hot and strong, until the audience was finely worked up. The story ended properly, of course, and people sat back satisfied. Then his neighbour, who had shown a deal of interest, turned to him and said, "I like these pictures. You get a lot of hints for furnishing rooms from time." He is a hotel manager. It has always been claimed for the cinema that it had an educational value.

BILLIARDS.

The Soldiers Club Tournament.

While honours were shared in the two games played last evening between the Hongkong Volunteer Reserves and R. E. (B) team, in the Soldiers' Club Billiards tournament, the R. E. managed to secure a lead of 51 points on the total.

Mr. Heathcote for the Reserves went down badly to Lance-Corpl. Scott, being off his usual form. Not once did he score over twenty, while his opponent only did it once with a break of 21. The score 260—167 represented the play but not the form of the Reserves man.

Mr. Bond on the other hand beat Sapper Mudge by 42 points, having the game well in hand throughout and playing some pretty billiards occasionally. The best break was Mr. Bond 21 and Sapper Mudge 22.

The scores to-date are:—
R. E. VOL. RES.
Mr. Heathcote 157
Mr. Bond 250

407
R. E. (B).
Lance-Corpl Scott 250
Sapper Mudge 208

453

DAY BY DAY.

WE HAVE ONLY TO TRUST, AND DO OUR BEST, AND WEAR A SMILING A FACE AS MAY BE FOR OURSELVES AND OTHERS.

STEVENSON

The Mails.
Siberian Mail.—Arrived per s.s. India this morning.
Siberian Mail.—Closes per s.s. Devanha at 5 p.m. to-day.
English Mail.—Arrived per s.s. Devanha this morning.
American and Canadian Mails.—Closes per s.s. China at 10 a.m. to-morrow.
English Mail.—Closes per s.s. India at 11 a.m. to-morrow.
Siberian Mail.—Closes per s.s. Xingchow at 5 p.m. to-morrow.

Sir Charles Elliot.
Sir Charles Elliot paid a visit to the Ellis Kadoorie School this morning.

Empress of Russia.
The s.s. Empress of Russia comes out of dry dock at Kowloon to-morrow.

To Consignees.
Consignees of cargo by the s.s. Arratoon Apcar are reminded that goods undelivered after to-morrow will be subjected to rent.

The Weather.
Lower level 8 a.m. Temp 74 drizzle.

At the Peak 8 a.m. Temp 69, heavy fog.

Important Visitor.
Mr. and Mrs. C. H. Pearce are staying at the Hongkong Hotel. Mr. Pearce is a director of Singers Sewing Machine Co., and is on his yearly tour of inspection.

New Cycle Shed.
The shed near the ferry pier at Kowloon, for the accommodation of cycles, has been removed, and a new one erected just inside the gateway leading to the Kowloon wharves.

Theft of Bangle.
A young Chinese woman living at 2, Yee Yik Lane has reported to the police that some time last night some one stole from a box belonging to her a gold bangle valued \$35.

Mariner's Loss.
Mr. W. A. Attwell, of the Empress of Russia, has reported to the police that he left in a ricksha, which he engaged from the Kowloon Ferry, a technical book on marine matters.

Jewellery Theft.
The police have received a report from a Chinese shopkeeper of 9, Oochrane Street to the effect that some person has stolen from a drawer in his house jewellery valued \$60.

Statue Square trees Gone.
Statue square has now assumed a bare aspect, the trees in the roadway which might have been as dangerous to traffic as they were pleasing to the eye, having been cut down.

To-morrow's Auctions.
Mr. G. P. Lamert has two auction sales to-morrow. At 11 a.m. he is selling a large number of English boots and shoes, and at noon he is disposing of several lots of liquor of various kinds.

Navigation Hempered.
This morning a thick fog hung over the harbour, and navigation was in consequence extremely difficult. The Ferry steamer, a had to proceed very gingerly, and in some instances the boats, on reaching the Hongkong side, found themselves far on the western side of Douglas pier.

Latest Advertisements.
Mr. G. P. Lamert is selling a quantity of household furniture at 7, Wongsatcheong Road on the 21st inst.—Page 5.

Public works have necessitated the closing of D'Aguiar Street to through traffic.—Page 5.

The Arratoon Apcar leaves for Shanghai and Japan on the 17th inst.—Page 5.

The Gregory Apcar leaves for Straits and India on the 17th inst.—Page 5.

Consignees' notice concerning the s.s. Pathan is issued.—Page 5.

"The Yellow Dragon."
This month's "Yellow Dragon" the Queen's College magazine, contains, among other things, a photograph of the scholarship winners 1913, and a full report of the prize distribution. The pavilion fund now stands at \$1,171. An interesting letter is also published from Mr. M. Hiroo, principal of the Government middle school, Taipei, Formosa, thanking the headmaster for the opportunity of seeing over the College.

STEAMER DAMAGED.

The Pathan Collides with Holt's Wharf.

Yesterday evening the s.s. Pathan ran into Holt's Wharf, while berthing there and did a large amount of damage. It appears that the manoeuvre to get alongside consisted of dropping anchors and swinging round until the boat is alongside the wharf. The anchors, however, failed to hold, and instead of following the usual course the vessel was carried down bows on to the wharf. The damage, we are informed by Messrs. Dodwell and Company, is about \$10,000, the stem of the boat being injured, and some damage being done to the wharf.

The s.s. Pathan belongs to Mogul line and arrived from England last evening.

DOUBLE PIRACY.

Daring Attacks in Local Waters.

A serious case of double piracy in Hongkong waters has been reported to the police. It appears that trading junk No. 10 with a cargo of bricks, belonging to the Wing Wong Firm, building contractors, of Observation Place, Hongkong, destined for Sun Wai village, Pingshan, New Territories, left Hongkong at 2 p.m. on the 9th inst., and when sailing off Mui Tai-shan, Deep Bay, a boat containing eight men, three of whom were armed with rifles and revolvers and the rest with revolvers and daggers, drew up to the side of the junk and came aboard, threatening those on board with the weapons. The pirates told the junk people to remain quiet, or they would be shot, and then they proceeded to ransack the craft, taking possession of \$51 in money, jewellery to the value of \$15 and clothing worth \$37. On leaving the junk the robbers took two of the crew with them to carry the spoils, landing them at Shek Wan, in Chinese territory.

Incidents which occurred prior to this piracy throw some light thereon. It is reported by a Chinese boatman of oyster-guard boat belonging to No. 5 oyster bed, Deep Bay, that at about 1 p.m. on the 9th inst., a small boat containing eight men, armed with rifles, revolvers and daggers, boarded his boat and threatened to kill him. They chased all on board into the hold and locked them up, and then sailed away with the craft. It was this boat from which the robbers made the attack on trading junk No. 10. After the latter attack the robbers landed the crew of the oyster guard boat at Shek Wan, together with the two men from trading junk. They then made off aboard the oyster boat in the direction of Canton. The oyster boat is valued at \$200, while the value of the personal effects on board is placed at \$50.

THE ROYAL GEORGE HOTEL.

It was band night at the Royal George Hotel, Kowloon, last night, and the enterprise of the management was rewarded by a full dining room during the dinner hour. Music was supplied by the band of the 8th Rajputs, who rendered all the latest selections with admirable taste. The programme lasted from eight o'clock to eleven, and after dinner many of the guests sat out in the well-appointed sitting rooms and the verandahs listening to the happy strains. The menu at dinner was comprehensive and well chosen, and the all-round excellence of the cuisine was a compliment to those in charge of the kitchen arrangements. A special feature was the Indian curry, for which this hotel is justly famed. It may be mentioned that the hotel has recently undergone complete renovation and is now spick and span. It has a big number of large, airy rooms, and the terms for boarders are eminently reasonable.

SHEWAN TOMES & CO

The Chief Justice's Decision Unheld.

This morning in the Full Court of Appeal, judgment was given in the motion of appeal, in which Charles Alexander Tomes is the appellant and Robert Shewan the respondent, that the Court be moved by counsel on behalf of the appellant for an order that the judgment dated the 28th day of January, 1914, of His Honour the Chief Justice on the hearing of the summons dated 4th October 1913, and the order (if any) signed pursuant thereto, be reversed and that it may be adjudged that the appellant is entitled to have the business of the firm of Shewan Tomes and Company sold as a going concern; and for an order that the respondent pay to the appellant the costs occasioned by this appeal, and for such further or other order as the Court may think fit.

In the original action the plaintiff was Charles Alexander Tomes, merchant, and the defendant Robert Shewan, merchant. The claim was as follows:—

1. That the partnership between the plaintiff and the defendant under the style of Shewan, Tomes and Company be wound up.

2. That an account be taken of the partnership dealings between the plaintiff and the defendant.

3. Payment to the plaintiff of the sum found to be due to him on the taking of such account.

4. The appointment of a Receiver.

5. Costs.

6. Further and other relief.

The action was dismissed by the Chief Justice in Chambers on January 26, but general liberty was given to apply on the summons.

Mr. C. G. Alabaster and Mr. E. C. Jenkin, instructed by Mr. Wilkinson of Messrs. Wilkinson and Crist, appeared for the appellant, and Mr. E. H. Sharp, K.C., and Mr. Eldon Potter, instructed by Mr. J. Scott Harston, of Messrs. Pascoe, Looker, Deacon and Harston for the respondent.

The Chief Justice:—This is the judgment of the learned president.

By an indenture dated the 23rd July, 1898, the plaintiff and defendant entered into partnership for ten years carrying on business as Shewan Tomes and Company. The partnership was prolonged until 31st December, 1908, and has continued as a partnership at will since the extended term expired, and is subject to so much of the original agreement as is applicable to a partnership at will. Unfortunately, differences have arisen and it becomes necessary to close the affairs of the present concern. On the 11th June last the defendant, Shewan, gave notice of dissolution as from the 30th September, and on the 9th September the plaintiff, Tomes, filed a suit asking for a winding-up order, for accounts and a receiver. On the 14th October he took out a summons in the action, asking for an order appointing a receiver, and for an order directing him to sell the partnership business as a going concern. The defendant objects that the Court cannot make the order under the agreement, because article 15 thereof does not provide for the sale of the goodwill, and, further, that if the Court holds that it does, the sale is still inconsistent with the terms of article 15. Article 15 is admittedly the only article which applies to the present circumstances. The summons was heard by the Chief Justice in Chambers, when there were several adjournments in the hope of a settlement, which the learned Judge encouraged to the furthest extent of his ability. They broke down at the last owing to the plaintiff withdrawing when his demands had apparently been met, with the result that the summons was heard and the Chief Justice delivered a written judgment, from which this is an appeal.

The fifteenth article, the construction of which is the crux in this case reads as follows:— "Upon the determination of the partnership, if no other

arrangement shall be come to between the partners the property and effects of the firm shall be realised and the proceeds applied, first in paying the debts and liabilities of the firm, secondly in paying to each partner the amount of cash capital then standing to his credit in the books of the firm, with such interest, if any as may be owing thereon, and the surplus (if any) shall be divided between the partners in equal shares."

The question is, I think, "In view of the provisions in the whole of the articles read together, do the words 'property and effects' in article 15 cover goodwill?" There is, I think, no doubt that the goodwill of the business is of exceptional importance; at the outset it was valued at \$50,000, and that value has twice been increased and is now agreed by a deed between the parties of the 24th September, 1908, at \$300,000. Mr. Alabaster has applied the words in *Trego v. Hunt* to the goodwill being "the sap and life" of this business, and the defendant's Counsel has said that it is of little value to anyone else; and so the Chief Justice thought. It is argued for the defendant that it has been specifically dealt with in consequence of its importance, and that as it is so dealt with in articles 11 to 14, it is not to be thought that the parties meant to include it in the general words "property and effects" in article 15. The result of this seems to me to be that the goodwill, which is of great value to the partners, and of little to anyone else, is not to be dealt with at all under the agreement in the case of a dissolution of the partnership. The only words which concern it, if "property and effects" in article 15 do not, are the words "in the absence of any arrangement to the contrary," which is an arrangement outside the partnership deed. The answer is that is exactly what was meant; the partners were the only people that were at all likely to be interested in the partnership, and so the deed was drawn to give an option to a partner to take over in some cases, but that it was intended they should come to an arrangement as to the goodwill in the case of a dissolution.

The plaintiff, on the other hand, contends that the earlier articles give a partner who wishes to continue, rights which will secure him in his enjoyment of the business, including the goodwill, and that article 15 is outside them and regulates the position in default of an agreement independently of them, consequently the words "property and effects" have their natural meaning and include goodwill.

It is obviously important to understand the nature of the goodwill in this case. The business is described in the partnership deed as that of merchants, commission agents and general agents in Hongkong and elsewhere. The partnership took over the leases, contracts, etc., belonging to Shewan and Company, and, three weeks after the commencement of this partnership, valued the goodwill at \$50,000 (article 12). This value was later increased to \$100,000, and finally, by the agreement of the 24th September, 1908, three months after the original term had expired, it was fixed at \$300,000. This agreement contemplates the admission of a new partner and the signatures of new articles of partnership, neither of which events happened, but continues the partnership as existing, subject to a slight modification. In the ten years of the partnership the goodwill had therefore increased six times its initial value. The business, as described in the deed, is very much that which was under discussion in *Stuart v. Gladstone*, but the parties avoid the result of *Stuart v. Gladstone* by putting a value on the goodwill. It seems to me, however, that, as between themselves, the goodwill, they cannot impose this value on a third party, and, as the goodwill of a business, if sold subject to the right of the vendors to continue in business in the same place, it is not likely that the goodwill would be worth

anything like the same amount to an outsider as to a continuing member of the partnership on the death, bankruptcy or retirement of the other.

Now the increase in the value of the goodwill appears to be attributable to a great extent to what is referred to in the fourth paragraph of the plaintiff's affidavit as "the general management of several companies and agencies." This is a business peculiar to the East, and which, shortly, consists of substituting a general manager at a salary for a board of directors. The position of the general manager is usually provided for in the Articles of Association of the company to be managed and is a lucrative one. Obviously, save in exceptional cases the appointment must be personal, and whatever the value of such agencies (included by the parties under the term goodwill) to the partners of a well known business the disappearance of those partners would render the value of the goodwill to an unknown purchaser of little value.

The intention of the partners in September 1908 was accordingly to continue the partnership for an indefinite time, having in mind the great value which, what they describe as the goodwill of the business, is to them, and knowing that it could not possibly be of anything like the same to anyone else.

I can now consider the bearing of all this on the partnership deed. Article 10 provides for a general account to be taken on each 31st December "of the credits, property and effects, debts and liabilities" of the partnership, and the partners are bound by such account. Articles 11, 13 and 14 provide for the purchase by a continuing partner of the share of an outgoing partner in the partnership business and property and in the goodwill thereof. Then article 12, which governs all three, provides a means of ascertaining the share, first of the goodwill, secondly of the business of the property (other than goodwill), and then provides the terms of payment of the said share i.e. the share of the outgoing partner in "the partnership business and property and in the goodwill thereof." The mode of ascertaining the price is by "taking a general account of the credits, property and effects, debts and liabilities of the partnership," that is to say an exactly similar account as is taken under article 10, and it is to be taken on the 30th June or 31st December again, subject to a modification, following the date for accounting in article 10. These two articles deal in identical terms with the question of accounts between the partners both during the continuance of the partnership under article 10 and after its close under articles 11 to 14. The words "property and effects" in article 10 include everything except credits, debts and liabilities which would go into a partnership account. One object of this account is to ascertain the divisible profits in view of article 7. The insertion of the goodwill which was fixed as between the partners and which might as an asset of the firm vary, obviously would appear in such an account; see the remarks of Jessel, M. R. in *Stuart v. Gladstone*. In fact it never was included in the accounts till quite recently, when it was once put in, apparently in order to show that the concern was solvent. Then, as I say, Article 12 follows the wording of Article 10, and clearly does not include goodwill, in the term property and effects. Nor is it included in the term "Business and property," which occurs at least six times in the four Articles dealing with an outgoing partner, because the word "property" is always followed by the words "and the goodwill thereof" or "Other than the goodwill."

The conclusion that I draw is that in all dealings between themselves they keep the goodwill absolutely separate from what I may call the receivable part of the business and in view of the great importance of the goodwill to themselves and its comparatively small and uncertain value to outsiders, it seems the only business-like course to pursue.

Now I come to Article 15, the words "Property and effects"

SPECIAL CABLES.

"WHITE WOLF" TERRORISM.

ANXIETY FOR SAFETY OF MISSIONARIES.

(From Our Own Correspondent).

Shanghai, Received March 13.

Anxiety is being felt for the safety of the missionaries in the country being scourged by "White Wolf." Three English women are missing from Lachukow, where a Norwegian doctor has been murdered in going to the assistance of a compatriot. Numbers of foreigners have gathered at Siangyang, and are preparing to flee.

occur again, and it is a right to give them a different meaning, a meaning which will conflict with the meaning of Article 12, and with the intention I have discovered in the parties to keep the goodwill apart from the rest of the assets of the firm, for the plaintiff seeks to say that the expression "Property and effects" is equivalent to "The partnership business and property, including the goodwill." It might, of course, be said that Articles 10 and 12 provide for a counting between partners, and 15 for a sale of the business, it may be, a third party, and I was at one time much impressed with this view, but on careful consideration, and for the reasons I have given, I feel convinced that the partners intended to keep the goodwill separate from the other assets of the firm when dealing with one another.

Now it has been submitted by the plaintiff that the result of the cases is that in a general clause for the dissolution of the partnership and sale of the effects the words "property and effects," will cover the goodwill. As a general proposition, that is true, and I further agree that in the earlier clauses giving the continuing partner an option to purchase, it was advisable and prudent to mention the goodwill. But under the circumstances, and in view of the meaning of the words "Property and effects" in Articles 10 and 12, it would, I think, have been still more advisable and prudent to insert "Goodwill" in Article 15 if it were intended to cover it.

From the 31st December, 1908, about three months after the signature of the last agreement, the partnership became a partnership at will, subject to the original deed and a modification contained in the deed of 1908. It was, therefore, contemplated that Article 15 should apply to a partnership at will. If so, as the defendant's Counsel pointed out, a partner by giving notice to dissolve, would force a sale of the goodwill if it were covered by "Property and effects" and so, if he were in a position to bid, and his partner were not, he would acquire the whole business at a price which would not include anything like \$300,000, the agreed price of the goodwill, for no outsider would give that price. Undoubtedly a very large sum would have to be paid to purchase the business as a going concern, the debts are about 18 lakhs, the credit somewhat over 20, and the goodwill three. Under these circumstances, a reading which includes the goodwill in the term "Property and effects," is hardly consistent with a partnership at will.

Some point was made of the position of creditors and the result to them of excluding the goodwill. I do not think the creditors are concerned in the question before the Court. It is purely a construction of the deed as between the partners. If the firm were bankrupt, other arrangements would apply, and the sale the Court would order would not be affected by the agreement between the partners. Article 15 contemplates arrangements between the partners on a dissolution besides those in the early Articles, the real importance of the goodwill may well have led to the contemplation

of such further arrangements in case of a dissolution, at any rate there is ample opportunity to make them, then in their default the "property and effects" are to be sold. If the goodwill is to be sold there must be a loss, it would be better for the partners to keep it between themselves and each make the best of his share if he cannot arrange with his partner as he will probably in the end do. On the whole I can see no reason for saying that the parties intended to attach a different meaning to "property and effects" in 15 to that which, reading them together, those words must have had in 10 and 12, and the limited meaning which they have there and which the defendant seeks to give them, is, I think, more in consonance with the intention of the parties as expressed by their acts, the manner in which they have dealt with the goodwill and the tacit adoption of Article 15 in their partnership, at will when it might have been excluded in the deed of September 1908.

For these reasons I think that article 15 does not cover goodwill, that consequently the Court cannot order a sale of the business as a going concern, and that the appeal should therefore be dismissed. The costs, I think, should be paid out of the partnership assets, for the question is a difficult one and the plaintiff is entitled to ask for our opinion on it.

The Chief Justice Sir W. Rees Davies, said:—

I have little to add to the learned and exhaustive judgment of the President. I endeavoured to approach the argument on appeal with an open mind and it was difficult to do so as the very able argument addressed to us by Mr. Alabaster was largely based on reasoning which was not relied on in the Court below.

A full consideration of the arguments, however, has confirmed the opinion which I formed that

(Continued on Page 10)

LATEST SHIPING NEWS.

MOVEMENTS OF STEAMERS.

The O.P.R. s.s. EMPRESS OF JAPAN left Kobe on the 11th inst. at noon and is due to arrive at Yokohama on the 13th inst. at noon.

The s.s. MANCHURIA arrived at Manila on the 11th inst. and is expected to sail from that port for Hongkong on the 13th inst. at noon, making her due to arrive at Hongkong on Sunday morning on the 15th inst. at daylight.

The H. A. L. s.s. HOERDE left Singapore on the 13th inst. a.m. and may be expected here on or about the 20th inst. a.m.

Today's Advertisements

FOR SINGAPORE, PENANG AND CALOUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras and Mauritius).

The Steamship

"GREGORY APOAR,"

Captain J. E. Drake, will be despatched for the above ports on TUESDAY, the 17th instant at 3 p.m.

For Further Particulars, apply to DAVID SASSOON & CO., LTD. Agents.

Hongkong, 13th Mar., 1914 [1180]

DAIRY FARM NEWS.

FISH.

FRESH SIBERIAN SALMON,

SELECTED

KIPPERS,
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TURKISH CIGARETTES OF HIGH QUALITY

MAHALLA No: 1
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SOLE AGENTS,

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Today's Advertisements

"MONGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
THE STEAMSHIP "PATHAN,"
FROM GLASGOW, LIVERPOOL & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of "Holt's" Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All claims against the Steamer must be presented to the Under-signed on or before the 10th prox. or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be counter-signed by

DODWELL & Co., Ltd. Agents.
Hongkong, 13th Mar., 1914 [1182]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

The Steamship
"BENARTY,"
FROM LEITH, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Mar. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 27th Mar. or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Mar., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will counter-signed by

GIBB, LIVINGSTON & CO. Agents.

Hongkong, 13th Mar., 1914.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on SATURDAY, the 21st March, 1914, commencing at 2.30 p.m. at No. 7 Wongneichong Road, Wanchai.

A Quantity of Valuable Household Furniture. (Full particulars from Catalogue) On view from FRIDAY the 20th March, 1914. Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

G. R.

NOTICE.

OWING to the construction of an underground Public Trough Closet Latrine therein, it is hereby notified that, on and after the 20th March instant and until further notice, D'Agular Street will be closed to through traffic.

A. F. CHURCHILL, Director of Public Works. Public Works Office, Hongkong, 13th March, 1914.

FOR SHANGHAI, NAGASAKI, KOBE AND MOJI.

THE Steamship

"ARRATOON APOAR,"

Captain W. Walker, will be despatched for the above ports, on TUESDAY, the 17th inst., at 4 p.m.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

Return Tours to Japan (occupying 30 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd. Agents.
Hongkong, 13th Mar., 1914.

HENRY HEATH'S HATS

LATES STAPES

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Empress of Russia 19th Mar.	Allan Line 11th April.
Empress of India 2nd April.	— 29th April.
Monteagle 8th April.	—

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

"MONTAGLE" Intermediate service, via Canadian Atlantic port £18, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

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Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "A. Apar," 4,450 tons, Capt. Walker, will be despatched for SHANGHAI, NAGASAKI, KOBE & MOJI on 17th Mar.

S.S. "Thongwa," 6,298 tons, Capt. Robins, will be despatched for YOKOHAMA, KOBE & MOJI on 26th Mar.

WESTWARD.

S.S. "C. Apar," 4,600 tons, Capt. Drake, will be despatched for SINGAPORE, PENANG & CALCUTTA on 17th Mar.

S.S. "Japan," 6,013 tons, Capt. Seddon, will be despatched as above on 25th Mar.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to;

DAVID SASSOON & CO., LTD.
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Hongkong, Mar. 13th, 1914.

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Next Sailings from Hongkong:

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For Shanghai, Kobe & Yokohama:

Sudmark 18th Mar.	Wuerttemberg 1st May.
Ambrisa 25th Mar.	Segovia 11th May.
Brigavia 1st Apr.	Emden 21st May.
Uckermark 5th Apr.	Friska 29th May.
Hoerde 14th Apr.	Andalusia 15th June.
Sambila 25th Apr.	C. Ferd. Laeisz 10th July.

HOMEWARD.

For Havre, Emden, & Hamburg:	For Havre & Hamburg:
Spezia 14th Mar.	Alesia 8th April.
For Bremen, Hamburg & Antwerp:	For Havre, Bremen & Hamburg:
Senegambia 14th Mar.	Bayern 23rd April.
For M'les, R'dam, Hamburg & Antwerp:	For M'les, Hamburg & Antwerp:
Sachsen 27th Mar.	Belgravia 28th Apr.
For Havre, Bremen & Hamburg:	For Havre & Hamburg:
Scandia 28th Mar.	Brigavia 6th May.
For Havre Emden & Hamburg:	For Hamburg & Antwerp:
Assyria 4th April.	Arabia 15th May.

For Further Particulars, apply to—

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Hongkong Office.

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Projected Sailings from Hongkong—

Subject to Alteration

Destination. Steamers. Sailing Date

MARSEILLES, LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, & Port Said. Katori Maru Capt. Murai T. 20,000 (WEDNES. 25th Mar. at 10 a.m.)

VICTORIA, B.C. and SEATTLE via Shanghai, Kobe, Yokohama, and Yokohama. Yokohama Maru Capt. Wada T. 20,000 (TUES. 24th Mar. at noon.)

SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane. Tango Maru Capt. T. Sekine T. 13,500 (WEDNES. 8th Apr. at noon.)

CALCUTTA via Singapore, Penang & Rangoon. Hakata Maru Capt. H. Nomura T. 12,500 (THURSDAY. 19th Mar.)

BOMBAY via Singapore and Colombo. Kanagawa Maru Capt. Machida T. 12,500 (SUNDAY. 15th Mar.)

Kobe & Yokohama. SHANGHAI, MOJI and Kobe. Kanagawa Maru Capt. Machida T. 12,500 (SUNDAY. 15th Mar.)

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Shipping

HONGKONG
PHILIPPINES.
PHILIPPINE
STEAMSHIP CO

Steamship. T. Captains. For. Sailing date.

Rubi 4000 J. Miller. Manila, Mangarin, Cebu and Iloilo. FRI. 13th Mar. 4 p.m.

Zafiro 4000 F. S. McMurray. Manila, Mangarin, Cebu and Iloilo. MON. 23rd Mar. 4 p.m.

Electric Light Fans in every cabin; competent stewardestesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 4th Mar. 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular fortnightly service between

JAVA, CHINA and JAPAN.

Steamship. T. Captains. For. Sailing date.

Tijibodas JAVA 1st half Mar. JAPAN 1st half Mar.

Tijarocem SHAI 1st half Mar. JAPAN 1st half Mar.

Tijmanoeck JAVA 2nd half Mar. SHAI 2nd half Mar.

Tijlajap JAVA 2nd half Mar. JAPAN 2nd half Mar.

Tijpanas JAVA 2nd half Mar. SHAI 2nd half Mar.

Tijkini SHAI 2nd half Mar. JAPAN 2nd half Mar.

Tijmah JAVA 1st half Apr. JAPAN 1st half Apr.

Tijliwong JAVA 2nd half Apr. JAPAN 2nd half Apr.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,

JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement. Tons & Speed. Leave Hongkong.

Tenyo Maru 22,000 - 21 knots Sat. 4th Apr.

Nippon Maru 11,000 - 18 knots Wed. 8th "

Hongkong Maru* 11,000 - 18 knots Sat. 25th "

Shinyo Maru 22,000 - 21 knots from Kobe 11th May.

Chiyu Maru 22,000 - 21 knots Tues. 19th May.

*Passengers by this steamer may travel per S.S. Hongkong Maru, via Manila, Omitting Shanghai.

All steamers will be despatched at NOON.

First Class to London £71.10. Return (6 months) £120.

First Class to New York £50. " " £96.10.

San Francisco £45. " " £68.

*Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDINGS.

Telephone No. 291.

The Eastern and Australian

Steamers Co., Limited.

Mail Service to Australia

via Manila.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers. Arrive Hongkong from Australia. Leave Hongkong for Australia.

St. Albans 14th Mar. 20th Mar. at 10 a.m.

Eastern 4th Apr. 9th April at "

Aldham 1st May 1st May "

Empire 2nd May 29th May "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, French Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardesses are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haiching W. O. Pasmore. FRIDAY, 13th Mar. at 11 a.m.

Haitan J. S. Roach. TUESDAY, 17th Mar. at 11 a.m.

Halyang A. E. Hodgins. FRIDAY, 20th Mar. at 11 a.m.

FOR SWATOW.

Haimun J. W. Evans. SUNDAY, 15th Mar. at 10 a.m.

Haimun J. W. Evans. WEDNES. 18th Mar. at 11 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers.

A FAULTY SYSTEM.

LOG BOOK

Newchwang Branch Wharf Office.

The proposed enterprises to be undertaken by the Newchwang Branch of the S. M. Railway Wharf Office during the current year include the construction of two steel trussed warehouses, the dredging of the shorefront of the Wharf Office, etc.

The total outlay will be at least Yen 100,000, including the road building and sewage appropriations.

Impending Reopening of the Liao.

On February 26 the ice from Niuchiaton up to Sanohiatzu began to thaw. Pontoons, which had been wintering on the River bank, were then got ready to be placed in their positions whenever necessary. The first steamer to visit Newchwang for the present year will be the s.s. Sekkai Maru, of the Tungbo Co., Newchwang, which was scheduled to leave Chefoo on the 2nd inst. and to make her entry on the 5th, via Tientsin. The s.s. Fuso Maru, of the same firm, was to follow thereto in her wake on the 9th from Chefoo.

Missing Steamer's Crew.

The steam-tender Niitaka Maru,

180 tons, of the Chemulpo Police

Station, recently left Chemulpo

in search of the missing crew, 35

in all, of the s.s. Katsuyama Maru,

which foundered last January

near Clifford Island off Chemulpo.

She had started her searching

operations along the coasts of

Zuisan Peninsula, but to date

was obtained. She then cruised

about Annam Island, and recovered

a life-boat identified to have

been one of those belonging to

the steamer together with six

teen corpses, including those of

the chief engineer, chief mate,

other officers, stewards, carpenters,

Shipping

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
MANILA	Loongsang	Sat., 14th Mar. at 2 p.m.
SHANGHAI	Choysang	Sun., 15th Mar. at daylight
S'PORE, Pang & C'ntia	Fooksang	Tues., 17th Mar. at 2 p.m.
SHANGHAI	Esang	Tues., 17th Mar. at 2 p.m.
MANILA	Yangsang	Sat., 21st Mar. at 2 p.m.

Return Tours to Japan (Occupying 24 days).

The steamers "Kutsang," "Namsang," and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," "Yatsing," and "Sulsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with electric light.

A duly qualified surgeon is also carried.

*Steamers have superior accommodation for First-class passengers, and are fitted throughout with Electric Light.

† Taking cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad

Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamships. Date of Sailing

LONDON & ANTWERP... Merionethshire... 8th April.

LONDON & ANTWERP... Merionethshire... 8th April.

Trans-Pacific "Shire" & "Glen" Joint Service

VICTORIA VVER STLE... Den of Ruthven... 5th April.

TACOMA & PLAND... Den of Ruthven... 5th April.

VICTORIA VVER STLE... Den of Ruthven... 5th April.

TACOMA & PLAND... Den of Ruthven... 5th April.

VICTORIA VVER STLE... Den of Ruthven... 5th April.

TACOMA & PLAND... Den of Ruthven... 5th April.

Cargo accepted on through Bills of Lading to all ports in Europe

and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

EW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. Fultala 4,154 tons gross, Capt. H. F. Minett, R.N.R.

will be despatched for Kobe, Moji, and Yokohama on the

at daylight taking cargo and passengers at current rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD

& ENGINEERING CO. OF

HONGKONG, Ltd.

TAIKOO DOCKYARD,

HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,

FORGEWORKERS, BRASS & IRON FOUNDERS, CON-

STRUCTIONAL ELECTRICAL & MECHANICAL

ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships,

Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of

Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 ton

displacement, providing conditions for painting ships with mos-

t efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-

HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,

Rivets, etc.

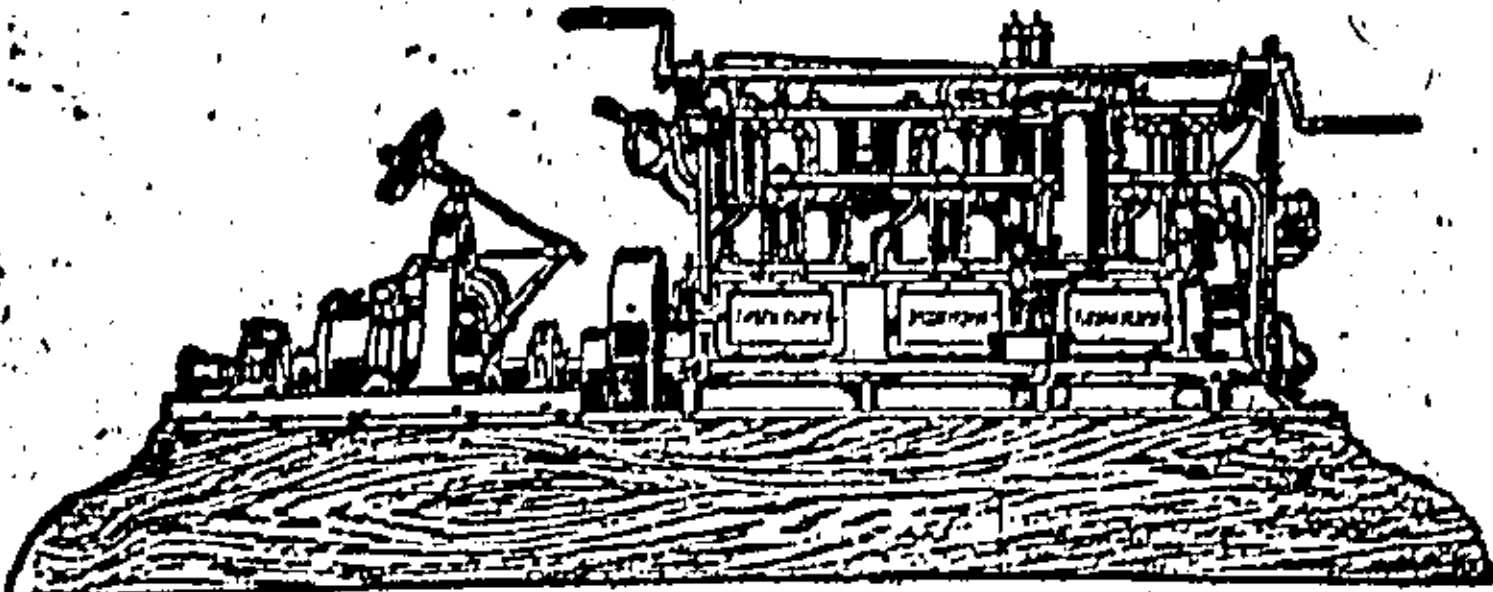
AGENTS for:

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



C.6 type Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR

VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of

11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA AND JAPAN AGENTS,

Telegraphic Address: "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dis-
Favre, Emden and Hamburg	Spezia	H. A. L.	14, Mar.
London, via Usual Ports of Call	India	P. & O.	14, Mar.
Trieste, via Singapore, Penang,			
Colombo, etc.			
Bremen, Hamburg & A'werp,	Africa	S. W. Co.	15, Mar.
London & A'werp via S'pore etc.	Senegambia	H. A. L.	17, Mar.
Marseilles, R'dam & Hamburg	Nile	P. & O.	18, Mar.
Marseilles via Ports	Sachsen	H. A. L.	23, Mar.
M'les, L'don, A'werp via S'pore, &c.	Australien	M. M.	24, Mar.
Havre, Emden and Hamburg	Katori M.	N. Y. K.	25, Mar.
Bremen	Scandia	H. A. L.	28, Mar.
London via Plymouth	Goettingen	N. D. L.	28, Mar.
Havre, Emden and Hamburg	Glenlogan	S. T. Co.	31, Mar.
Bremen			
Durkirk, R'dam & Hamburg	Tuebingen	N. D. L.	E. of M.
Havre, Emden & Hamburg	Aragonia	H. A. L.	3, Apr.
T'te, Fiume V'co, via S'pore etc.	Assyria	H. A. L.	4, Apr.
Marseilles via Ports	Austria	S. W. Co.	6, Apr.
Havre, Emden & Hamburg	Chili	M. M.	7, Apr.
Marseilles, Antwerp, R'dam	Alesia	H. A. L.	8, Apr.
Bremen & Hamburg	Bayern	H. A. L.	23, Apr.
Havre, Emden & Hamburg	Lothringen	N. D. L.	M. of Apr.
Havre & Hamburg	Thuringen	N. D. L.	B. of May
Marseilles via Ports	Brigauvia	H. A. L.	6, May.
Havre, Dunkirk, Emden and	Dumbia	M. M.	19, May.
Hamburg/Bremen			

NEW YORK SAN FRANCISCO AND CANADA.

San F'co via Manila & Japan &c.	China	P. M. Co.	14, Mar.
V'toria, V'wer, S'tle & P. (Or.)	Suedmark	H. A. L.	18, Mar.
N'les, G'oa, A'rs, Lisbon S'ton,	Kleit	M. & Co.	18, Mar.
Vancouver via S'hai & Japan &c.	E. of Russia	C. P. R.	19, Mar.
V'toria, B.C., T'ma via Japan &c.	Seattle M.	C. S. K.	21, Mar.
San F'co via S'hai & Japan &c.	Manchuria	P. M. Co.	21, Mar.
V'toria, B.C., Seattle & via			
Shanghai, &c.	Y'hama M.	N. Y. K.	24, Mar.
San Francisco and San Pedro	R. Dollar	R. D. Co.	31, Mar.
V'toria, B.C., & T'ma via S'hai &c.	Mexico M.	O. S. K.	1, Apr.
Vancouver via S'hai and Japan	E of India	C. P. R.	2, Apr.
Francisco, via Shanghai, M'la,			
Japan and Honolulu	Tenyo M.	T. K. K.	4, Apr.
Mexican, Peruvian and Chile			
Ports via Japan	Seijo M.	T. K. K.	4, Apr.
New York	Atholl	D. L. Co.	4, Apr.
Victoria, Vancouver, Seattle,	Den of		
Tacoma & Portland	Ruthven	J. M. Co.	5, Apr.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	8, Apr.
San Francisco via S'hai & Manila	Nippon M.	T. K. K.	8, Apr.
Victoria, V'wer, S'tle & P. (Or.)	Hoerde	H. A. L.	14, Apr.
Vancouver via S'hai and Japan	E. of Asia	C. P. R.	15, Apr.
San F'co via S'hai & Japan &c.	H'kong M.	T. K. K.	25, Apr.
San Francisco and San Pedro	M. S. Dollar	R. D. Co.	28, Apr.
San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	29, Apr.
V'toria, V'wer, S'tle, T. & P.	Glenloch	J. M. Co.	3, May.

AUSTRALIA.

Australian Ports via Manila	St. Albans	G. L. Co.	20, Mar.
Australian Ports via Manila	Coblitz	M. Co.	21, Mar.
Australia	Changsha	B. & S.	24, Mar.
Australian Ports via Manila	Eastern	G. L. Co.	9, Apr.
Australia	Aldenharn	G. L. Co.	1, May.
Aust alia	Empire	G. L. Co.	29, May.

SINGAPORE, COAST

Shanghai, Y'hama, Kobe & Moji	Yeddo	N. A. Co.	B. of Mar.
Manila	Loongsang	J. M. Co.	14, Mar.
Shanghai	Devanha	P. & O.	14, Mar.
Shanghai and Tsingtau	Yingchow	B. & S.	14, Mar.
Tamsui via Swatow & Amoy	Daijin Maru	O. S. K.	15, Mar.
Shanghai	Choysang	J. M. Co.	15, Mar.
Swatow	Haimun	D. L. Co.	15, Mar.
Shanghai, Kobe and Yokohama	Hoerde	H. A. L.	17, Mar.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	17, Mar.
Manila, Cebu and Iloilo	Teau	B. & S.	17, Mar.
Shanghai	Esang	J. M. Co.	17, Mar.
Bombay via Singapore & Colombo	Kamakura	N. Y. K.	17, Mar.
Singapore, Penang and Calcutta	Fooksang	J. M. Co.	17, Mar.
Shanghai, Kobe and Yokohama	Suedmark	H. A. L.	18, Mar.
S'hai, Nagasaki, Kobe & Moji	A. Apar	D. S. & Co.	18, Mar.
Anping, Takao via S'low & Amoy	Soshu M.	O. S. K.	18, Mar.
Haiphong	Kaifong	B. & S.	18, Mar.
S'hai, Nagasaki, Kobe & Y'hama	Yorch	M. Co.	19, Mar.
Shanghai	Anhui	B. & S.	19, Mar.
Singapore, Penang & Rangoon	Jelunga	J. M. Co.	20, Mar.
Swatow, Amoy and Foochow	Hayang	D. L. Co.	20, Mar.
Shanghai, Y'hama, Kobe & Moji	Pe'ing	A. N. Co.	21, Mar.
Shanghai, Moji, Kobe & Y'hama	Nubia	P. & O.	21, Mar.
S'pore, Pang, R'goon & C'ntia	Hakata M.	N. Y. K.	21, Mar.
Shanghai & Tsingtau	Kan'ow	B. & S.	21, Mar.
Manila, Mangarin, Cebu & Iloilo	Zafiro	S. T. Co.	23, Mar.
Shanghai, Kobe & Yokohama	Altantique	M. M.	23, Mar.
Manila, Cebu and Iloilo	Chinhua	B. & S.	24, Mar.
Kobe and Yokohama	Mishima M.	N. Y. K.	26, Mar.
Weihaiwei & Tientsin	Kueichow	B. & S.	26, Mar.
Kobe	P. Sigismund	M. & Co.	31, Mar.
Shanghai	Koerber	S. W. Co.	1, Apr.
Shanghai, Kobe and Yokohama	Brigauvia	H. A. L.	1, Apr.
Y'hama and Kobe via Shanghai	Persia	S. W.	2, Apr.
Shanghai, Kobe and Yokohama	Uckermark	H. A. L.	5, Apr.
Shanghai, Kobe and Yokohama	Paul Lecat	M. M.	5, Apr.

Shanghai, Kobe and Yokohama	Java M.	O. S. K.	5, Apr.
Shanghai, Kobe and Yokohama	Sambha	H. A. L.	25, Apr.
Shanghai, Kobe and Yokohama	W'berg	H. A. L.	1, May.
Shanghai, Kobe and Yokohama	Segovia	H. A. L.	11, May.
Shanghai, Kobe and Yokohama	Emden	H. A. L.	21, May.
Shanghai, Kobe and Yokohama	Frisia	H. A. L.	29, May.
Shanghai	Tijmanok	J.C.J. L.	Q. desp.
Japan	Tijbodas	J.C.J. L.	Q. desp.
Shanghai	Tijtarom	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c	Tijpanas	J.C.J. L.	Q. desp.

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessels.
Shanghai	Devanha
Swatow	Rajaburi
Bangkok	Chunsang
Nagasaki	Temiya Maru
Europe	China
Philippines	Loongsang
Shanghai	Yingchow

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessels.
Calcutta	Kanagawa Maru
New York	Satsuma
Shanghai	Esang
Dairen	Senogambia
Shanghai	Spezia

CANADIAN MAIL.

The C.P.R. s.s. EMPRESS OF JAPAN left Nagasaki on the 10th inst. at 3 p.m. and is due to arrive at Kobe 11th inst. at 6 p.m.

The C.P.R. s.s. EMPRESS OF INDIA left Vancouver on the 7th inst. a.m. The C.P.R. s.s. EMPRESS OF ASIA arrived at Vancouver on the 8th inst. between 2 & 4 p.m.

The C. P. R. s.s. MONTEAGLE left Kobe on the 11th inst. at noon and is due to arrive at Moji on the 12th inst. at 7 a.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. PRINZ SIGISMUND left Sydney on the 7th inst. at 11 a.m. and may be expected here on or about 30th inst.

The s.s. ALDENHAM left Sydney for this port (via Queensland Ports & Manil) on 11th inst. and may be expected to arrive here on or about 4th April.

AMERICAN MAIL.

The s.s. MANCHURIA sailed from Yokohama for Hongkong via Manila, March 3. The United States mail has been transferred to the Nippon Yusen Kaisha's s.s. KUMANO MARU which is arrived at Hongkong March 9.

The P. M. s.s. CHINA will sail from Hongkong on the 14th inst. at noon via Manila, Nagasaki, Kobe, Yokohama and Honolulu, for San Francisco.

The P. M. s.s. NILE sailed from Yokohama for Hongkong, via Manila, on the 8th inst. The United States mail has been transferred to the North German Lloyd's s.s. KLEIST which is scheduled to arrive at Hongkong on the 17th inst.

ENGLISH MAIL.

The P. & O. s.s. DEVANHA left Singapore for this port on the 8th inst. at 5.30 p.m. with the outward English Mail, and is due here on the 13th inst. at about 10 a.m.

GERMAN MAIL.

The I. G. M. s.s. YORCK carrying the German Mails with dates from Berlin of the 18th of February, left Colombo on the 7th inst. p.m. and may be expected here on or about the 18th inst.

MERCHANT STEAMERS.

The N. Y. K. s.s. YOKOHAMA MARU (American Line) left Seattle for this port via Ports on the 10th ult. and is expected here on the 15th March.

The N. Y. K. s.s. KAGA MARU (European Line) left London for this port via ports on the 28th Feb. and is expected here on the 8th April.

The N.Y.K. s.s. KANAGAWA MARU (Calcutta Line) left Calcutta for this port via ports on the 23rd Feb. and is expected here on the 14th inst.

The N. Y. K. s.s. MISHIMA MARU (European Line) left Marseilles for this port via ports on the 21st Feb. and is expected here on the 25th inst.

The N. Y. K. s.s. INABA MARU (Bombay Line) left Bombay for this port on the 1st inst. and is expected here on the 19th inst.

The s.s. SATSUMA (of the Barber Line) sailed from New York on 14th Jan. and is due to arrive here on or about 14th inst.

The Barber Line s.s. CHALISTER sailed from New York on the 4th ult. for Hongkong.

The American and Manchuria Line s.s. KIOYO passed the Suez Canal on the 21st ult. for Hongkong direct.

The Mogul Line s.s. LOTHIAN sailed from United Kingdom on the 21st ult. for Hongkong via Straits and is due to arrive here about the 3rd April.

The I. G. S. N. s.s. ONSANG from Calcutta is due at Hongkong on the 16th inst.

The I. G. S. N. s.s. MAUSANG from Fremantle is due at Hongkong on the 15th inst.

The I. G. S. N. s.s. ESANG from Shanghai is due at Hongkong on the 14th inst. (direct).

The S.L. s.s. MERIONETHSHIRE from Vancouver is due at Hongkong on the 7th April.

The I. L. s.s. INDRADEO left Shanghai on the 13th inst. and is due here on the 16th inst.

The Danish s.s. ARABIAN left Port Said on the 26th ult. and may be expected here on or about the 26th inst.

The Beninese s.s. BENARTY from Leith Middlebro and London left Singapore on the 7th inst. and may be expected to arrive here on or about 13th inst.

The H. A. L. s.s. SENEGAMBIA left Dairen on the 9th inst. a.m. and may be expected here on or about the 14th inst. a.m.

The H. A. L. s.s. SPEZIA left Shanghai on the 11th inst. a.m. and may be expected here on or about the 14th inst. p.m.

VESSELS IN PORT.

Steamers.

Telemachus, Br. s.s. 1,350, Fraser, 5th inst.—Saigon, 1st inst. Rice—China.

China, American, s.s. 3,186, H. Thompson, 6th inst.—San Francisco, 3rd Feb. Gen.—P. M. Co.

Haldes, Norw. s.s. 1,065, J. Jorgensen, 6th inst.—Java, 26th ult. Sugar—C. J. L.

Liscum, Am. s.s. 2,200, W. Barly, 6th inst.—Manila, Gen.—Order.

Rajaburi, Ger. s.s. 1,139, C. Wolff, 7th inst.—Bangkok, 28th ult. Rice—B. & S.

Yatsing, Br. s.s. 1,428, R. Y. Anderson, 8th inst.—Singapore, 27th ult. Gen.—J. M. and Co.

Daiichi Maru, Jap. s.s. 1,952, N. Sudo, 8th inst.—Moji, 2nd inst. Coal—M. B. G. K.

Glenfarg, Br. s.s. 2,550, Henderson, 7th inst.—Shanghai, 3rd inst. Rice—C. J. L.

Haiyang, Br. s.s. 1,363, A. E. Hodgkin, 7th inst.—Amoy, 6th inst. Gen.—D. L. and Co.

Tamon Maru No. 1, Jap. s.s. 1,142, J. Kasai,

Public Auction

GEO. P. LAMMERT,
AUCTIONEER, SHARE &
GENERAL BROKER

THE Undersigned has received instructions to sell by Public Auction on

TO-MORROW,
the 14th March, 1914 commencing at 11 a.m. at his Sales Rooms, Duddell St.
17 PAIRS LADY'S & GENT'S BROWN BOOTS & SHOES (English Make) in first class condition

Without reserve.
On view from Friday, the 13th March.

Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TO-MORROW,
the 14th March 1914 commencing at 12 o'clock noon at his Sales Rooms, Duddell Street, 20 Cases PETER WALKER LAGER BEER (quarts & pints.) 20 Cases quarts MOET and CHANDON CHAMPAGNE. 15 Cases pints MOET and CHANDON CHAMPAGNE. 20 Cases (quarts & pints) GUILLERMART CHAMPAGNE. Terms:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

BY ORDER OF THE EXECUTOR

of the
Will of the late Mr. A. A. D. SASSOON

PUBLIC AUCTION
Messrs. HUGHES & HOUGH have received instructions to sell by

PUBLIC AUCTION
on

THURSDAY,
the 26th day of March, 1914, at 12 o'clock noon at their Auction Rooms

THE VERY VALUABLE LEASEHOLD PROPERTIES
known as

SOWKEWAN LOTS NOS. 105, 107, 108, 118 & 137

in Four Lots.
The properties comprise desirable building sites situate on and near the Main Road Sowkewan and ripe for immediate development.

A Plan showing the positions and dimensions of the respective Lots may be seen at and Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors

Messrs. DEACON, LOOKER, DEACON & HARSTON,
1, Des Voeux Road Central, and also

Messrs. DAVID SASSOON & COMPANY LIMITED,
8a, Des Voeux Road Central, and also

Messrs. HUGHES & HOUGH,
The Auctioneers.

Consignee

THE ROYAL MAIL STEAM PACKET COMPANY.

THE Steamship

"DEN OF AIRLIE,"

From PORTLAND, SEATTLE, VANCOUVER (B.C.) & JAPAN.

The above Steamship having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge or remaining on board after 11th inst. at Noon will be landed at Consignees' risk and expense and delivery must be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No Claim will be recognised after the Goods have left the Steamer or Godown, and all goods remaining undelivered on 17th inst. at 6 p.m. will be subject to rent.

All chafed and otherwise damaged Cargo must be left in Godown and examination of same will be held on 19th inst. at 9.30 a.m.

All Claims must be presented on or before 20th inst., otherwise they will not be recognised.

JARDINE, MATHEWSON & CO., LTD.
Agents.

Hongkong, 10th Mar., 1914. [117]

Don't forget after the Show Supper, and Light Refreshments

ALEXANDRA CAFE
Open till Midnight.

Consignees

NIPPON YUSEN KAIS HA

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"KASHIMA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 17th March, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 10th Mar., 1914. [177]

NOTICE TO CONSIGNEES.

From CALCUTTA, RANGOON, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 1 p.m. on the 14th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, 12th Mar., 1914. [1178]

COMPAGNIE DES MAS-

SAGERIES MARITIMES.

NOTICE TO CONSIGNEES

s.s. "AMAZONE"

Consignees of Cargo from London ex. s.s. "MEDOC" and "BOSPHORE."

Consignees of Cargo from Havre ex. s.s. "BOSPHORE."

Consignees of Cargo from Bordeaux ex. s.s. "VILLE DE LORIENT."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after 16th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th inst. or they will not be recognized.

All damaged packages will be examined on 16th instant at 10 a.m.

No Fire Insurance has been effected.

S. C. DE BUSSIERRE,
Acting Agent.

Hongkong, 9th Mar., 1914. [1174]

To Sail

Regular Steamship Service

Proposed Sailing from Hongkong For NEW YORK.

s.s. "Atholl" } on or about April 4.

For Freight and further information apply to

DODWELL & CO., LTD.
Agents.

Hongkong, 12th Jan., 1914. [197]

Entertainments

BOXING !

BOXING ! !

THEATRE ROYAL

ON SATURDAY, MARCH 14, 1914, AT 9 P.M. SHARP
THE BEST FEATHERWEIGHT CONTEST EVER SEEN
IN THE EAST.
15 ROUNDS

For the Championship of the Orient.

STOKER PERKINS

(THE BOX OF TRICKS)

THE CLEVEREST AND HARDEST HITTING
FEATHERWEIGHT SEEN IN THE EAST.

IRON BUX

THE UNDEFEATED FEATHERWEIGHT
CHAMPION OF THE ORIENT.

FOUR OTHER CONTESTS.

MEN WELL KNOWN TO THE BOXING FRATERNITY
OF HONGKONG.

BOOKING AT MOUTRIES.

PRICES:— Ringside \$5, Stalls \$3, Dress Circle \$2, Pit \$1.
F. E. HALL, Promoter

THEATRE ROYAL

SATURDAY, March, 21st, 9.15

UNDER THE PATRONAGE OF H.E. THE GOVERNOR AND LADY MAY

EUROPEAN Y.M.C.A. ANNUAL CONCERT

First Part

Second Part

Kindly arranged by

Introducing the

LADY MAY

MERRYMAKERS

IN THEIR

MUSIC MIRTH

MIMICRY

TICKETS \$3, \$2, \$1. Soldiers & Sailors in uniform half price to \$1 seats.

PLAN AT MOUTRIES.

GRAND EVENING CONCERT

IN AID OF

ST. JOSEPH'S BOY SCOUTS HALL FUND

WILL BE HELD ON

THURSDAY, March 19th, 1914

St. Patrick's Club, Garden Road, at 9 p.m.

Patrons: H.E. Major General F. H. Kelly, C.B.

Vice-Admiral Jerram, R.N. Commodore Anstruther, R.N.

Sir W. Rees Davies Bishop Pozzoni

and many other distinguished officers.

TICKETS \$2 & \$1. For particulars See Bills.

VICTORIA THEATRE.

To-Night 9.15 To-Night

A grand change of programme

HEADED BY THE MAGNIFICENT FILM

"IVANHOE"

THREE PARTS

A FREE ADAPTATION OF SIR WALTER SCOTT'S

HISTORICAL NOVEL.

On TUESDAY, 17th March

WILL BE SCREENED

"A DEAD MAN'S CHILD & THE SEQUEL"

DR. CAR EL HAMA

6,000 FEET, 4 PARTS.

A concentration of successful, sensational and startling

events never before attempted.

Every Inch a Thrill.

BIJOU SCENIC THEATRE.

THE PATHE'S GAZETTE

"A DAY IN THE PARIS ZOO"

"MAX and the PORTEMANTEAU"

THE RIVAL AIRMAN.

A Delightful Drama in 2 parts 3,000 feet.

SATURDAY, March 14th

THE POISON TREE, length 5,000 feet.

Notices

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.

Factory at Yau-mat

OFFICE: No. 35, Des Voeux Road, W

Telephone No. 177 & K. 12.

WE are the leading Manufacturers in this class of Goods. Our Fruit & Ginger are all fresh and of the first pick.

Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

MR. LEUNG JAU-PING.

DENTAL Surgeon

No. 20, Queen's Road Central, near the Central Market of Hongkong.

Notice

DRAGON CYCLE CO.

DES VOEUX ROAD CENTRAL.

MOTOR CARS ON HIRE

\$6 & \$8 Per Hour.

Tel. 482. Cable Add. "LAURITSAN"

Consignee

FROM SHANGHAI, KOBE AND MOJI.

NOTICE TO CONSIGNEES.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.
Agents.

Hongkong, 11th Mar., 1914. [1177]

Wonder Zoo's Success.

It is announced that the millionth visitor to the circus and "Wonder Zoo" at Olympia will be presented with a £10 note.

The number was expected to be reached last month. The next two visitors will also receive presents.

Notice To Mariners.

It is notified that the North Tree Light on the Yangtze River, Chinkiang District, has been shifted about 2 miles N. by W. (magnetic) from its former position.

From its new position Langshan Pagoda bears S. 45 degrees E. magnetic, distant 3.63 miles. The characteristics of the light remain unchanged.

Improvement at Charing Cross.

The new moving stairways at Charing Cross Underground Station were opened on March 2.

At a five weeks later further improvements at Charing Cross Station will be ready for public use, and the present station on the Hammersmith line known as "Charing Cross" will be renamed "Charing Cross, Strand," while the new loop station will be known as "Charing Cross, Embankment."

Newspaper's Error.

An action by Lieutenant-Colonel A. E. Whitaker, of Buryworth Hall, Ratford, against the Pictorial Newspaper Company was settled before the Lord Chief Justice recently. Sir Edward Clarke, K.C., who appeared for the plaintiff, said that there appeared in the *Daily Mirror* a likeness of his client as "the new military defendant in the Army canton case." Mr. McCardie, for the defendants, apologized for the insertion of a wrong photograph, and said that his clients agreed to pay 200 guineas damages, which would be given to the Ratford Hospital by Colonel Whitaker, and also agreed to indemnify the plaintiff as to costs.

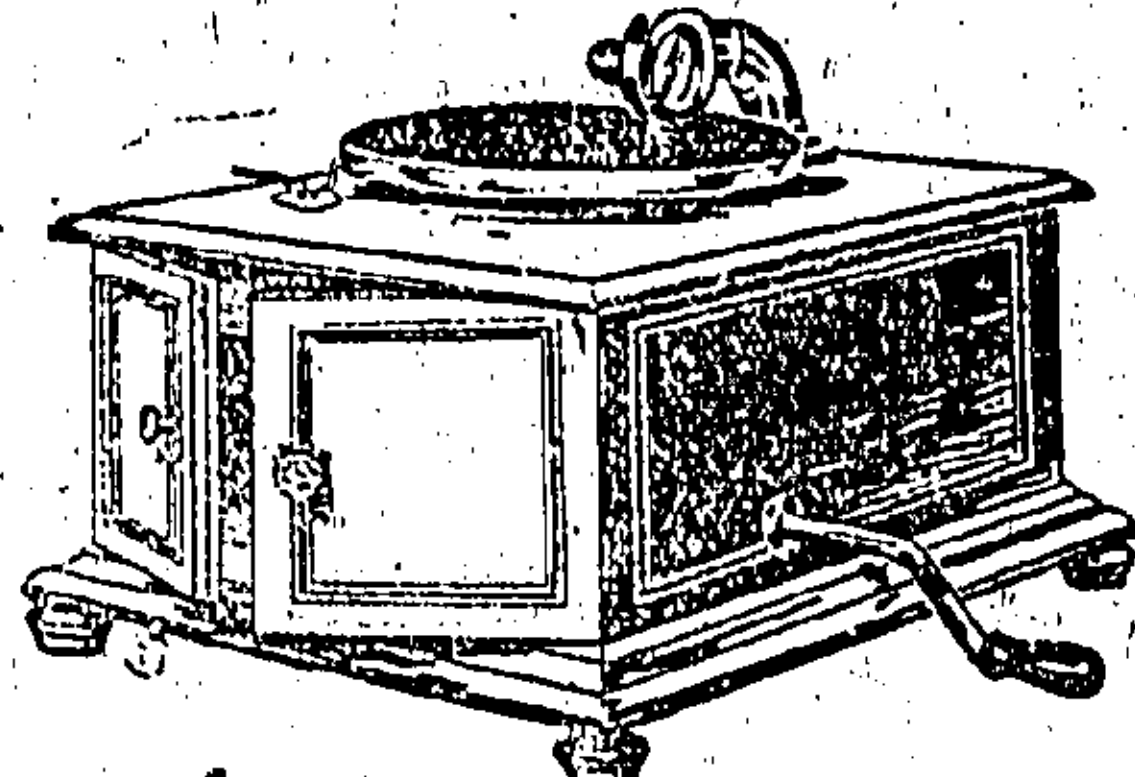
Notices.

ONE OF OUR NEW 1914

HORNLESS GRAMOPHONES

AND SIX DOUBLE SIDED
RECORDS OF YOUR OWN CHOICE FOR

\$50.



OAK CASE WITH SOUND CRILLE. SILENT MOTOR CAN BE WOUND WHILST PLAYING. SWAN NECK TONE ARM. ALL PARTS HEAVILY PLATED. PURE & FULL VOLUME OF TONE.

ROBINSON'S.

BREWER & CO.

Pedder Street, (Adjoining Hongkong Hotel Main Entrance)

Telephone No. 696.

SINISTER STREET, by Compton Mackenzie.....\$1.75

THROUGH FOLLY'S MILL, by A. & C. Askew.....1.75

NUMBER 13, by Fred M. White.....1.75

THE INSIDE OF THE CUP, by Winston Churchill.....1.75

IT HAPPENED IN EGYPT, by C.N. & A.M. Williamson.....1.75

THE VALLEY OF THE MOON, by Jack London.....1.75

THE WOMAN THOU GAVEST ME, by Hall Caine.....1.75

SHIPMASTER'S HANDBOOK TO THE MERCHANT SHIPPING ACTS, by Sanford W. Cole.....\$4.00

COMMON DISEASES, by Dr. Woods Hutchinson.....4.80

WITH EASTERN MERCHANDISE, A LANDSMAN'S LOG OF LIFE ON BOARD A CARGO BOAT TO MALAYA, CHINA, JAPAN, ETC., by Francis E. Powell, M.A.....4.80

QUEER THINGS ABOUT JAPAN, by Douglas Sladen.....4.80

JAPAN'S INHERITANCE, by E. Bruce Mitford, F.R.G.S. 4.80

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

The Queen's Road Central Co.
AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS.

Perfect Fit Guaranteed.

THE ONE PRICE STORE.

HIGH STANDARD OF QUALITY.

CHEAPEST STORE IN THE EAST.

Queen's Road, Central: The Old Supreme Court. Telephone 1450

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.O. Fifth Edition; Engineering, First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	ON KEEL FEET	BREADTH	ORDINARY SPRING TIDES	SPRINGS	HEADS
KOWLOON					
No. 1 Dock, Kowloon.....	700' }	{ 86' top 70' bottom }	30'	3' 6"	
No. 2 Dock, Kowloon.....	318'	74'	18' 6"	7' 6"	
No. 3 Dock, Kowloon.....	240'	49' 3"	16'	7' 6"	
Patent Slip, No. 1 Kowloon.....	240'	60'	12'	7' 6"	
Patent Slip, No. 2 Kowloon.....	240'	60'	12'	7' 6"	
TAT-KOK-TSUI					
Cosmopolitan Dock	465'	84'	20'	7' 6"	
ADERDEEN					
Horse Dock.....	435'	84'	20'	7' 6"	

CHINESE RAILWAYS.

Text of the 1905 Agreement.

The following from the Far Eastern Review properly follows the lengthy article on "International Intrigues in Chinese Railways" which was concluded yesterday.

(Continued from Page 3)

acting under the authority of the T'ung-li-Yamen of the one part, and the British firm of Jardine, Matheson & Company for themselves and on behalf of the Hongkong and Shanghai Banking Corporation, of the other part, jointly representing a British syndicate adopting the terms of the Preliminary Agreement signed by the above mentioned contracting parties on the 13th day of May, 1898, for the financing, construction and working of a railway from Shanghai to Nanking as a Preliminary Agreement for the construction and working of a railway from Pukou to Sinyang in the Provinces of Kiangsu, Ngunhui and Honan.

18th of May, 1899.—An agreement this date made between their Excellencies Hsu and Chang duly authorized to act on behalf of the Imperial Government of China of the one part and (A) The Deutsche Asiatische Bank, (B) the Hongkong and Shanghai Banking Corporation for themselves and on behalf of Messieurs Jardine, Matheson and Co. as joint Agents for the British and Chinese Corporation, Limited, thereafter called "the Syndicate" for the provision jointly by the Deutsche Asiatische Bank and the British and Chinese Corporation of a loan and for the construction and working of a railway from Tientsin to the Yangtze-kiang.

(Signed) Carl Meyer, Witness to the signature of Carl Meyer on behalf of the British Group.

Water Henderson, Sol., 31 Lombard Street, London.

(Signed) S. Simon. Witness to the signature of Stanislas Simon on behalf of the French Group.

(Signed) Tho. Gilbert, Secretary, Chinese Central Railways.

Witness to the signature of Thomas Gilbert for and on behalf of the Central Chinese Railways, Limited.

Water S. Henderson, Sol., 31 Lombard Street, London.

SHEWAN TOMES & CO.

The Chief Justice's Decision Upheld.

(Continued from Page 5)

the goodwill having a special value to each of the partners was intended to be specifically acquired at the agreed valuation in the event of voluntary retirement or in the other events provided for in Articles 11-14, and was not intended to be included in partnership under Art. 15, which might possibly, or even probably, involve the sale of the property and effect to an outsider.

If it were otherwise I think the contention of the learned Counsel for the respondent is well founded that either partner, whose finances may be more redundant, could force a sale under Art. 15 in the open market and acquire the goodwill at a higher bidder at a figure larger, below the \$300,000 agreed upon between the partners as the ascertained value, for it is obvious that no outsider would offer a sum anything like approaching that figure. The effect of the specific agreement as to the purchase of the goodwill under the previous articles would thus in a large measure be made nugatory.

I do not think it necessary to add more except to say that I agree with the conclusions arrived at by my learned brother and think the appeal should be dismissed.

The Puisne Judge, Mr. Justice Gompertz said:— I agree that this appeal must be dismissed. I was much impressed by the carefully reasoned argument of Counsel for the appellants. But on full consideration "I think that there is only one proper legal interpretation of the deed of partnership, and that it has been rightly construed by the learned Chief Justice.

I have nothing to add to the very full judgment of the learned President.

SILIMPOPON COAL.

BUNKERS

can be supplied cheap Reats.

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

POST OFFICE.

On and after April 1st the Western Branch Post Office (situated in the old Harbour Office in rear of the Western Market North Block) will be open daily from 7 a.m. to 9.30 p.m. on week days and from 8 a.m. to 9 a.m. and 5 p.m. to 9.30 p.m. on Sundays and Holidays for the transaction of postal business e.g. sale of stamps registration etc. Direct mails to Canton are made up this office.

The Public are informed that the outstanding Overland Parcel Mail via Marseilles has reached this office to-day.

The Klot, with the American mail ex Nile is scheduled to arrive here on Tuesday, the 17th inst.

MAILS DUE.

American, Klot, 17th inst.

MAILS VIA SIBERIA.

Left London Feb. 18
Due Shanghai Mar. 7
Feb. 21

MAILS CLOSE TO-DAY.

Shanghai and North China (Europe via Siberia)—Per DEVAHA, 15th inst., 5 p.m.

TO-MORROW.

Swatow and Bangkok—Per RAJABURI, 14th inst., 8 a.m.
Bangkok—Per CHUNBANG, 14th inst., 9 a.m.

Philippine Islands, Japan via Nagasaki, Honolulu, Canada, United States and South America, via San Francisco—Per CHINA, 14th inst., 10 a.m.

Japan via Nagasaki—Per TEMIYO MARU, 14th inst., 10 a.m.
Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents.) (Letters in time for the first clearance will be included in this contract mail.)—The Parcel mail will be closed on Friday the 13th inst., 5 p.m.—Per INDIA, 14th inst., 11 a.m.

Philippine Islands—Per LOONGSANG, 14th inst., 1 a.m.

Shanghai, North China and Teikung (Europe via Siberia)—Per YINGCHOW, 14th inst., 5 p.m.

Shanghai & North China—Per CHOY-ANG, 14th inst., 5 p.m.

Holhow, Pakhoi and Haiphong—Per C. DIEDERICHSEN, 14th inst., 5 p.m.

SUNDAY, 15th Mar.

Straits—Per AFRICA, 15th inst., 9 a.m.
Swatow—Per HAIMUN, 15th inst., 9 a.m.
Swatow and Bangkok—Per CHILDAR, 15th inst., 9 a.m.

Swatow, Amoy and Formosa via Tamsui—Per DAJIN MARU, 15th inst., 9 a.m.

TUESDAY, 17th Mar.

Straits and India via Calcutta—Per FOCKSANG, 17th inst., 1 p.m.
Shanghai & North China—Per SHAO-HSING, 17th inst., 1 p.m.

Shanghai & North China—Per ESANG, 17th inst., 1 p.m.

Straits & India via Calcutta—Per G. APOAR, 17th inst., 2 p.m.

Philippine Islands—Per TEAM, 17th inst., 3 p.m.

Shanghai & North China, Japan via Nagasaki—Per A. APOAR, 17th inst., 3 p.m.

WEDNESDAY, 18th Mar.

Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 18th inst., 8 a.m.

Haiphong and Pakhoi—Per KAIFONG, 18th inst., 8 a.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per KLEIST, 18th inst., 9 a.m.

Swatow—Per HAIMUN, 18th inst., 10 a.m.

THURSDAY, 19th Mar.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America, via San Francisco, (Europe via Siberia)—Per E. O. RUSSIA, 19th inst., 10 a.m.

Shanghai & North China—Per ANHUI, 19th inst., 3 p.m.

FRIDAY, 20th Mar.

Philippine Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin, Thursday Is.—Per ALBANS, 20th inst., 9 a.m.

Swatow, Amoy and Tsochow—Per HAI-YANG, 20th inst., 10 a.m.

Straits and Burma—Per JELUNGA, 20th inst., 11 a.m.

SATURDAY, 21st Mar.

Philippine Islands, Angaur, Yap, Fred. Wilhelmshafen, Rabau, Herberichsbohe, Matupi, Australia, Tasmania, New Zealand, via Brisbane—Per GOBLER, 21st Mar., 9 a.m.

Japan via Moji Victoria and Tacoma—Per SEATTLE MARU, 21st inst., noon.

Philippine Islands—Per YUENSANG, 21st inst., 1 p.m.

Shanghai, North China, & Teikung (Europe via Siberia)—Per KANOHOW, 21st inst., 5 p.m.

MONDAY, 23rd Mar.

Philippine Islands—Per ZAFIRO, 23rd inst., 3 p.m.

Tuesday, 24th Mar.
Philippine Islands—Per CHINHUA, 24th inst., 5 p.m.

SHIPPING NEWS.

ARRIVED.

A. Apour, Br. ss. 2,331, W. Walker, 12th inst.—Calcutta, 21st ult. Gen.—D. S. & Co.

Benary, Br. ss. 2,510, Wm. Reid, 13th inst.—Singapore, 7th inst. Gen.—G. L. Co.

Carl Dolderhausen, Ger. ss. 774, E. Fraussen, 14th inst.—Holhow, 11th inst. Gen.—Jensen & Co.

Changsha, Br. 1,483, 13th inst.—Sydney, 10th ult. Gen.—B. and S.

Devanha, Br. ss. 4,800, W. R. Hickey, 13th inst.—Singapore, 8th inst. Gen.—P. and O. S. N. Co.

Davawongse, Br. ss. 1,065, Shearson, 13th inst.—Saigon, 8th inst. Gen.—Chinese.

Haimun, Br. ss. 641, J. W. Evans, 13th inst.—Swatow, 12th inst. Gen.—D. L. & Co.

India, Br. ss. C. O. Talbot, 13th inst.—Shanghai, 10th inst. Gen.—P. and O. S. N. and Co.

Irene, Chl. ss. 860, McLean, 11th inst.—Swatow, 10th inst. Gen.—C. M. S. N. Co.

Kanagawa Maru, Jap. ss. 3,667, M. Machida, 13th inst.—Singapore, 7th inst. Gen.—N. Y. K.

Paoting, Br. ss. 1,198, W. J. Barnes, 12th inst.—Saigon, 8th inst. Gen.—B. and S.

Pathar, Br. ss. 3,175, W. Atherton, 12th inst.—Singapore, 6th inst. Gen.—D. and Co.

Pheumpher, Br. ss. 1,056, B. C. Bird, 13th inst.—Saigon, 8th inst. Gen.—Chinese.

Ponang Maru, Jap. ss. 3,274, S. Murazumi, 12th inst.—Bombay, 22nd inst. Gen.—N. Y. K.

Seattle Maru, Jap. ss. 3,833, Sallow, 12th inst.—Manila, 9th inst. Gen.—O. S. K.

DEPARTED.

March 13.

Hue for Haiphong
Haidis for Saigon
Chun Sang for Bangkok
Lockman for Singapore
Lalsang for Calcutta via Singapore
Wanchang for Shanghai
Luchow for Shanghai
Daiten Maru for Shanghai
Lysmoor for Saigon
Vancouver for Canton
Albana for Canton
Poochow for Canton
Bani Maru for Kobe via Moji

CLEARANCES AT THE HARBOUR OFFICE.

March 13.

Sixta for Bangkok via Holhow
Dainichi Maru for Wakamatsu
Chosen Maru for Saigon
Devanha for Shanghai
Wa San for Macao
Haidis for Fockchow via Swatow
Ponang Maru for Shanghai via Kobe
Rubi for Iloilo via Manila

SHIPS PASSED THE CANAL

London, 3rd March.

Arrivals from China—C. Ferd Laeas, Tians, Emden.

The following vessels have passed the Canal—Cordillera, Den of Ruthven, Rheus, Nankin.

London, 6th March.

Arrivals from China—Miyasaki Maru, Pingchow, Prinz Ludwig.

The following vessels have passed the Canal—Beneloch, Koerber, Namur, Telemachus, Brodvalde Guernsey.

London, 10th March.

Arrivals from China—Cordillera, E. F. Ferdinand, Tokushima Maru.

The following vessels have passed the Canal—Benavon, Bragavia, Annam, Den of Ruthven, Lothian, Phenix, Uckmark.

Oysters, Fresh, Fried or Stewed
Finch Haddock, Kippers & Co.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 13th at 12.05—Pressure has increased moderately over N.E. China, and slightly along the south coast, over Annam, and the Philippines.

The depression over S.W. China has partially filled up, but a trough of low pressure extends from Tongking to the Loochoos.

Moderate S. or variable winds are indicated over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.13 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong and Neighbourhood. W. or variable winds, light to moderate; overcast, fog, rain, proving later.

2 Formosa Channel. Variable winds, freshening from N.E. later.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. S. winds, moderate.

China Coast Meteorological Register. 13th March, a.m.

Station. Hour. Barometer. Temperature. Humidity. Direction. Force. Weather.

Westport 7a 30.08 19 nno 3 a

Namuro 6a 30.30 as 4 a

Hakodate 30.09 eno 1 a

Tokio 30.12 nno 0 a

Kochi 30.05 so 1 a

Nagasaki 29.98 so 1 a

Kikima 29.93 so 1 a

Naha 29.91 nno 1 a

Ishijima 29.89 nno 2 a

Bonin Is. 30.23 28 88 n 9bom

Cheloo 30.23 28 88 n 9bom

Whalwei 30.23 28 88 n 9bom

Hankow 30.23 28 88 n 9bom

Shanghai 29.99 48 nw 2 or

Shanghai 29.95 48 nw 4 a

Shanghai 29.93 60 nw 0 a

Shanghai 29.85 63 94 sw 2 or

Shanghai 29.88 63 94 sw 2 or

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Mail Steamers.

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undormentioned PORTS on or about the DATES named—

For London, via Us-India Steamers To sail On Remarks
Capt. C. C. Talbot 14th Mar. Freight & Passage

LONDON & ANTWERP via Singapore, Penang, C'mbo, Port Said, & Marseilles... Capt. H. Powell about 18th Mar. Freight & Passage

SHANGHAI... Devanha Capt. W. R. Hickey 5 a.m. 14th Mar. Freight & Passage

SHANGHAI, MOJI, KOBE AND YOKO... Nubia Capt. F. J. Fox about 21st Mar. Freight & Passage

All the above steamers are fitted with Wireless Telegraphy. For Freight, or Passage apply to E. A. Hewett, Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 9th Mar. 1914

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

For Steamers. To sail on

NAPLES, GENOA, ALGIER, LISBON, SOUTHAMPTON, ABERDEEN & BREMEN. Kleist Capt. L. Maass 17,000 WEDNES. 18th Mar. 10 a.m.

SHANGHAI, NAGA-SAKI, KOBE AND YOKOHAMA. Yorck Capt. F. Loesser 17,000 About THURS. 19th Mar.

M.L.A. YAP, MARON, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE. Coblenz Capt. H. Schmitt 6,750 SATUR. 21st Mar. 9 a.m.

KOBE. Prinz Sigismund Capt. A. Hutzig 6,000 About TUESDAY. 31st Mar.

JESSELTON, KUDAT & SANDAKAN. Borneo Capt. J. Koehler 9th April 9 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

FREIGHT LINE.

NEXT SAILING FROM HONGKONG.

OUTWARD.

Cernis... About 16th Mar. Helgoland... About 27th April. Borkum... About 11th May. Norderney... About 13th April.

HOMEWARD.

For Marseilles, Rotterdam and Bremen/Hamburg: Mark about 10th of Mar.

For Havre, Emden & Hamburg: Cernis about 5th of May.

For Marseilles, Rotterdam and Bremen/Hamburg: Signaringen about 16th of May.

For Havre, Emden and Bremen/Hamburg: Borkum about 2nd of June.

NORDDEUTSCHER LLOYD

MELCHERS & CO.

GENERAL AGENTS, HONGKONG AND CHINA.

Hongkong, 13th Mar., 1914.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

For Shanghai, Kobe and Yokohama... Steamers Atlantique Paul Lecat To sail 23rd Mar. 5th Apr.

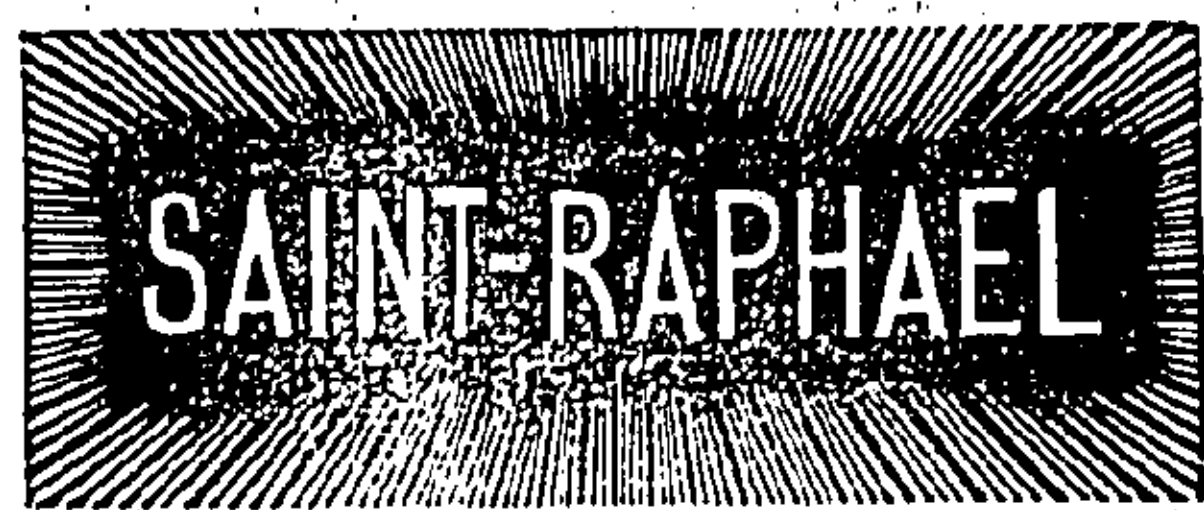
MARSEILLE via PORTS... Australien Chili To sail 24th Mar. 7th Apr.

ALL STEAMERS FITTED WITH WIRELESS. Transhipping on the Co.'s Steamers at Colombo, for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris by rail. Circular tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to S. C. de BUSSIERRE, Acting Agent.

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SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark: